

CYCLE NEWS[®]

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1986 Open Class SHOWDOWN



America's weekly motorcycle newspaper

The Latest POOP BY PAPA WEALEY

Yamaha-mounted motocrosser Rick Johnson was the overall winner in the two-day Italian Superbikers race held in Bologna, Italy on December 7-8. The race, held on a tight and twisty track inside a football stadium, was a disaster for the American contingent of road racers. Three-time World Champion Kenny Roberts qualified sixth on his TT600, but was later hit in mid-air by an Italian rider in the semi-final. Freddie Spencer had the most miserable time in Italy and, after crashing five times in qualifying, finally gave up. Randy Mamola managed to finish 14th overall on his Yamaha TT600 with Eddie Lawson taking the top road racer spot with ninth place overall on a similar TT600. Second place overall went to Yamaha-mounted Bröndi Massimo of Italy with Honda-mounted Bob Hannah finishing third. Michele Rinaldi (Suz) took fourth place while American Brian Myerscough (Suz) finished fifth.

Freddie Spencer's Rothmans Honda teammate Wayne Gardner won both races in round one of the Australian Swann Insurance road race series at Keilor International Raceway. Gardner, on a NSR500 V-four, easily beat the newest member of the Marlboro Yamaha team Rob McElnea in both races; the series will be McElnea's final races on the Skoal Bandit Suzuki. Yamaha TZ750-mounted Mike Dowson was third in both races.

The team of Greg Wing and Willie Adams (Kaw) survived two red-flags to win the two-hour endurance road race at Firebird in Phoenix, Arizona on December 8. Wing/Adams beat Walter Nitto and Peter Carroll on another Kawasaki by two seconds with third place going to the Suzuki of Greg Curtis and Mike Mangham.

England's Ron Haslam recently won the Macau road race Grand Prix on an Elf RS500 after taking both legs of the race from Belgian Didier De Radigues on another Elf RS500. American Henry Degouw crashed his 750 Yamaha in the first leg of the race, held on the streets of Macau, but although out of the top 10, was able to continue. Floridian John Long finished 10th in the first leg and ninth in the second.

Shoei Helmets will post a cash and awards contingency worth over \$60,000 for the eight-race 1986 CMC Golden State Series that begins on January 4 at Quail Canyon in Gorman, California and winds up on March 2, also at Quail Canyon. Shoei will post cash awards in 125, 250 and 500cc Pro classes and in the Pro 250cc three-wheeled and Pro 250cc Quad classes through sixth place with first place worth \$300; other classes will be eligible to win prizes. There will also be a \$1000 bonus for a Pro class championship.

Santee, California's Mike Fisher was scheduled to ride in the Australian Supercross series, but cancelled out before leaving his home because of a practice crash.

English road racer Alan Carter, a teammate of Wayne Rainey in Kenny Roberts' 1984 250cc GP team, has signed a contract to race for the Spanish race team Kobas in 1986; Carter will ride the Rotax-powered machines in the 250cc World Championship rounds.

English chassis manufacturer Harris Performance has developed an aluminum alloy chassis for the Yamaha FZ750 that is reported to result in a much lighter bike for the English Formula One series (U.S. Superbike). The new frame features an open cradle design and is expected to be campaigned by Englishman Steve Parrish in 1986.

Honda introduced a FTR250 single-cylinder four-stroke at the Tokyo, Japan motorcycle show that's style is based on a Honda flat-tracker; the bike is fitted with road tires.

Former Speedway World Champion Bruce Penhall failed to appear as advertised for the Ivan Mauger farewell race in Belle Vue, England; apparently Penhall got stuck in Italy while filming a new movie. Reports from England indicate that Lance King will join Penhall and also go into the movie business.

Cooperating with Willow Springs International Raceway owner Bill Huth, Dunlop Tire Co. sponsored the removal of the rock and dirt mound between turns four and five at the Rosamond, California race track on December 2. In place of the removed material, Huth will place rows of plastic-wrapped haybales and a catch fence. Huth says he decided to remove the mound because it has in the past launched crashed motorcycles into the air and across turn five; he's using plastic-wrapped haybales so the hay doesn't get waterlogged and hard. Huth has earned a reputation for being the most responsive track owner in the country when it comes to making safety-related improvements.

Reports from Great Britain indicate that 1979 500cc World MX Champion Graham Noyce, who recently fell from a balcony and sustained multiple injuries, is making rapid progress in his recovery.

There has been a change in the tentative Camel Pro Series schedule as noted in last week's Calendar section. The April 5 race at Gardena, California's Ascot Park will be a TT National rather than a half mile as initially listed. A December 3 meeting of dirt track and road race promoters in Key West, Florida, is expected to produce a finalized schedule.

A report quoting figures from 1983 shows Japan as the number one country in regards to motorcycle population with 16.2 million. The U.S. was second with 6.79 million (in 1983), followed by France with 5.25 million, Indonesia with 4.1 million, West Germany with 2.94 million, Malaysia with 1.95 million, Czechoslovakia with 1.54 million, Spain with 1.3 million and Great Britain with 1.29 million to round out the top ten. The country least populated with bikes is the drought-stricken Ethiopia with only 1291 machines on the road.

Australian Neil Chivas and New Zealander Dave Hiscock teamed up on a Suzuki GSXR750 to win the New Zealand Castrol Six-Hour on November 17; the duo topped the Yamaha FZ750-mounted pair of Richard Scott and Mike Dowson.

Chandler hurt in Paris Supercross

LONG BEACH, CA, DEC 9

According to reports from Europe, motocrosser Danny Chandler broke the fifth and sixth vertebrae in his neck during the second night of supercross racing in Paris, France on December 5.

Chandler reportedly crashed into a TV cameraman after crashing from a jump and has undergone three operations in a Paris hospital. Reports indicate that Chandler has no feeling from the waist down and has no movement in his left arm or in both hands. Chandler is currently on a respirator, but doctors are predicting that he could be breathing on his own in 10 days. It is not known if the paralysis will be permanent and reports indicate that he will be flown home to the U.S. when he is taken off the respirator.

Chandler reportedly has no medical insurance in the U.S. and a fund has been set up for Chandler by the Pro Rider's Benefit. Donations can be made in Chandler's name by sending checks marked as Chandler donations to the Pro Rider Benefit at 14024 Sylvan St., Van Nuys, CA 91401.

Kawasaki's Ron Lechien and Yamaha-mounted Rick Johnson were also involved in an accident when the two collided off a double jump in Paris. Lechien is reported to have suffered facial injuries that include a broken nose and Johnson suffered a slight, but not serious, back injury. The first night of racing on December 4 saw Johnson taking the win on his Sonauto-Yamaha with Johnny O'Mara (Hon) finishing second.

On the accident-riddled second night, O'Mara took the win with Yamaha's Broc Glover finishing second followed by Dutchman Davey Strijbos and Kawasaki's Jeff Ward.

An item in last week's Cycle News gave an incorrect phone number for the American Federation of Motorcyclists. The correct number for information on the upcoming AFM awards banquet is 213/864-0704.

The December 13 airing of the Misfits of Science TV show will include film shot at the November 10 AFM road race at Rosamond, California's Willow Springs International Raceway, and additional film shot with 12 AFM riders in a Six Flags Magic Mountain amusement park. The plot parking lot at Valencia, California's of the particular episode isn't clear, although it somehow involves road racing. What is clear is that each of the 12 AFM pilots were paid \$500 a day for three days of shooting; thus the episode pumped \$18,000 into the southern California racing economy.

Motocross instructor Russ Darnell has returned to racing in convincing style. Darnell, who hasn't raced in 10 years, won the Vet Pro class in a recent CMC motocross at Carlsbad Raceway in Carlsbad, California. Darnell is planning to compete in the CMC Golden State Series that starts on January 4-5 at Quail Canyon in Gorman, California.

Among those looking for work following the shut-down of Black Biker magazine is Assistant Editor Brent Ross; his number is 213/437-6328.

Slater Brothers has completed its move to Washington and can be reached at P.O. Box 1, Mica, WA 99023, 509/924-2314.

Motocrosser Clint Hardick was recently competing in Australia, but had to withdraw from most of the events when he suffered a cracked bone in his left wrist.

The date for the 61st International Six Days Enduro in San Pellegrino, Italy, has been changed to September 8-13 from the previously announced September 15-20. For those who like to plan ahead, the recent FIM Congress ratified tentative venue for the next six ISDEs starting with Poland in 1987 followed by Australia, West Germany,

Czechoslovakia, France and then Holland in 1992.

National trials champion Scott Head (Beta) swept both the Dam and Schriber Cup trials in Little Rock, California, December 7-8. The Schriber Cup was the final round of the ATA (American Trials Association) California State Championship Series; although Head won three rounds, Kip Webb secured the championship title. Watch for complete coverage in Cycle News.

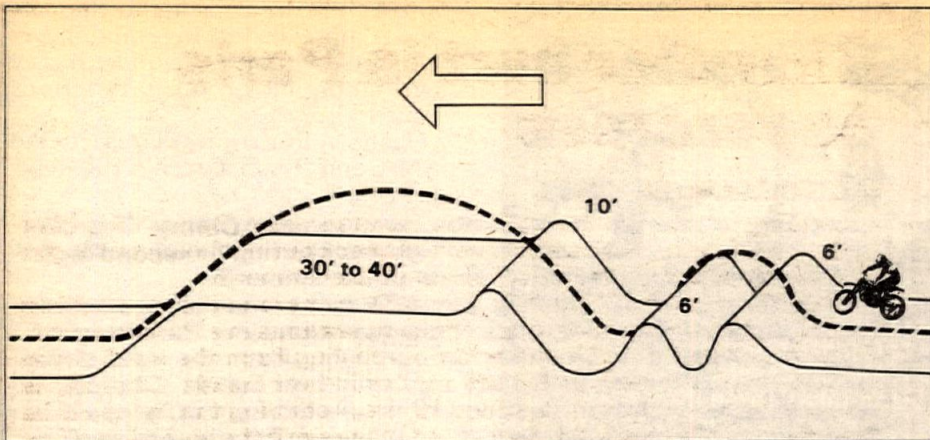
American and former World Trials Champion Bernie Schriber announced he is coming out of retirement to compete in the 1986 World Championship season, riding a Yamaha for the French importer. Schriber was declined U.S. sponsorship.

Newly-signed factory Yamaha rider Jim Holley captured the 250cc motocross win at the Central America Derbycross in San Jose, Costa Rica, December 8. Holley easily won both outdoor, 30-minute plus two-lap motos, while American rider Keith O'Neal finished second in the 125cc class behind Costa Rica National Champion Piety Roberts.

Camel Pro Series Champion Bubba Shoberg has moved from his home in Lubbock, Texas, to a new house, on 10 acres of land, in Carmel Valley, California.

Telecasts of the Stroh Mile Series on cable television's The Nashville Network continue every Sunday through December 29 with coverage airing at 9 a.m., 4 and 11 p.m. (EDT).

"There has been one change in our tentative 1986 Camel Pro Series schedule," said AMA's Bill Amick. "The road race National which was scheduled for October 18-19 at Daytona International Speedway has been dropped. The Speedway will still run the season ending AMA Championship Cup and Endurance Road Race Series final rounds on the October dates. We are currently working on adding an additional National road race to the Camel Pro schedule."



Here's Broc Glover's design for a new Supercross obstacle; Glover designed the obstacle in reply to a request from Stadium Motorsports owner Mike Goodwin for rider input on track design. Now Goodwin has launched a Design an Obstacle Contest open to all Supercross spectators and fans; entries should be sent to Stadium Motorsports, 22941 Mill Creek Dr., Laguna Hills, CA 92653. Watch *Cycle News* for more details.

Willie Simpson has signed a deal with the Maico factory to compete in the 500cc MX GPs, while Maurizio Dolce will campaign the 250cc GPs for the German firm.

The AMA Supercross Championship Series kicks off January 18 in California's Anaheim Stadium. A tentative series schedule can be found in the Calendar section.

Former 250cc MX World Champion Danny LaPorte will compete in the 250cc GPs in 1986 with sponsorship from the Italian Yamaha importer. LaPorte, who raced the 500cc Nationals for Husqvarna in the United States during 1985, will be based in Turin, Italy.

Husqvarna will not sponsor any riders in the 500cc MX GPs during 1986, instead concentrating on the 250cc GPs with a squad consisting of Belgian Jo Martens, Swede Peter Hansson, and Finland's Simo Taimi.

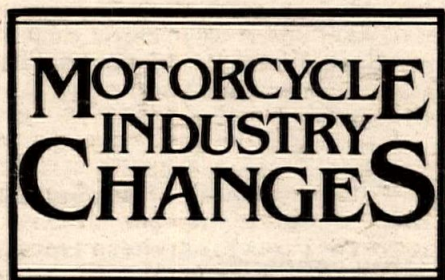
Canadian Supercross Champion Ross Pederson has split from Suzuki of Canada and signed with Yamaha of Canada for the 1986 season. Fellow Canadian Doug Hoover has been dropped from the Yamaha roster.

Former National Enduro Champion Mike Melton sustained a broken/dislocated left hip in the December 8 SE&TRA hare scrambles in Elgin, South Carolina, and is in Greenville (South Carolina) Memorial Hospital. Husqvarna's Melton, who recently inked a deal to concurrently become the coordinator for Carolina Tool's off-road racing team, said, "They are going to operate Tuesday (December 10). It looks like it's going to take plate and screw to repair the damage. I hope to be out of the hospital in about 10 days." Cards and letters can be sent in care of Greenville Memorial Hospital, Grove Rd., Greenville, SC 29605.

"The way it looks right now I may not race at all in '86," said MXer Mark Barnett, who wasn't offered a new contract with Kawasaki for 1986. "The deal I had with Kawasaki was strictly for '85, with no performance clauses for additional years. I don't really have anything lined up for next year, but I do have a person talking with a few beer companies about sponsorship. They would have to come up with a pretty good package to get me to think about it, and I would never go on the road as a privateer. Actually, I'm pretty happy. I've been pretty successful at motocross and wouldn't mind retiring while I've still got a good reputation.

"I'll just have to play it by ear." Barnett, 25, was crowned 125cc National MX Champion in 1980, '81 and '82, and Supercross Champion in 1981.

The AMA Board of Trustees met on November 11 and decided on the following: approved a resolution that the future national motorcycle museum site will be developed in connection with the AMA's home office in Westerville, Ohio; approved a recommendation that the future museum not only feature historical and archival aspects of motorcycling, but that it presents a vibrant and modern image supported by exciting participatory displays aimed at bringing new people into motorcycling; approved a recommendation to undertake a development plan that may include the creation of a Heritage Foundation planning center at AMA's current facility aimed at fund raising and generating enthusiasm toward the project.



Promoted By UST, Inc., John M. Linden, to manager of the Tsubaki Motorcycle Chain Division; Linden was formerly marketing services manager of the chain division.

Liability problems:

Prairie City OHV park may close

SACRAMENTO, CA, NOV. 12 **Prairie City Off-Highway Vehicle Park** near Rancho Cordova, California will close to recreational riders sometime next March unless the Sacramento County Board of Supervisors can find a way to operate the facility without being responsible for liability insurance coverage.

The proposed action would close the park to general public use but would not affect independently sponsored events.

Supervisors decided during a public hearing today that the park will be shut down to casual riders unless the State of California provides a solu-

tion whereby Sacramento County will not be responsible for accidents that occur at the OHV park.

The board took the action even though Supervisors feel Prairie City should remain open to riders of dirt bikes and other recreational vehicles. They want the state to find a solution to the liability insurance problem, without Sacramento County footing the bill.

Lee Chauvet, deputy director of the state Off-Highway Vehicle Park Recreation Division, warned the board that Sacramento County would be breaking its contract with the state if the park is closed to recreational riders. He said the closure might result in the county being asked to return state grants and suggested the board force casual riders to sign a form accepting responsibility for riding at Prairie City.

County officials feel California should provide all-risk liability coverage on a statewide basis at state cost, paying for the program with monies from the state off-highway vehicle fund, (derived primarily from off-road vehicle license fees and 1% of state sales tax revenues).

County taxpayers were forced last winter to pay a \$2.4 million judgment to the victim of a one-man accident, despite the fact that Prairie City is a contracted, joint operation between the county and the State of California.

The state avoided making payment in the case by taking advantage of the joint and several liability rule, a "deep pocket" law which forces the government agency with the most money to pay for accidents, regardless of the degree of fault.

Supervisors voted 5-0 to send a letter to the state Off-Highway Vehicle Park Commission, warning that another form of financial remedy must be found or Prairie City will be closed. The board gave the commission a 120-day deadline to find a solution to the severe liability imposed on the county by the deep pocket law. If the state offers no solution, the county will close the OHV park in order to curtail the risk, according to Board Chairman William M. Bryan.

County Executive Brian H. Richter told the board during the hearing that Sacramento County cannot buy insurance to cover the first \$1 million of any accident — that means the county faces the possibility of a \$1 million expenditure every time an accident occurs at Prairie City. He added that the county's liability insurance cost tripled in one year to nearly \$600,000.

In the face of mounting insurance costs and liability claims, Richter warned the county may be unable to purchase insurance coverage when its policies are up for renewal next April. Richter suggested that a liability pool be formed by the state and all counties operating OHV parks to provide a source of revenue for any county faced with a lawsuit.

Only seven persons attended the hearing to speak against the proposed closure, including five OHV enthusiasts from the Sacramento area, one from Columbus, Ohio and one from Sonoma County.

Dan Bartlett, a local recreational dirt bike rider, urged the board not to close the park and said Prairie City could be made safe for recreational or casual riders if directional signs are reinstalled. He charged without the signs the park is dangerous because it is filled with blind corners and he criticized the county for collecting a \$2 fee from each rider then "turning everybody loose."

Bryan told Bartlett he had given the board all the evidence they need to close the park.

He's at it again:

Statler attacks toys

WASHINGTON, DC, NOV. 26

Stuart "Ban 'em" Statler, the Consumer Product Safety Commissioner critical of the safety record of ATVs, recently turned his attentions to the American toy market, charging unsafe toys injured more children last year while the CPSC looked the other way.

According to Statler, the CPSC should look into the possibility of removing several toys from the shelves of the nation's retailers, even though Commission Chairman Terrence Scanlon said this year's Christmas toys pose no major new safety risks.

No sooner had Scanlon certified that toys being offered for sale this Christmas are safe than Statler blasted the agency for not looking hard enough into the area of toy safety.

Statler, who is known among the motorcycle and ATV world as a crusading commissioner who has called for an outright ban of all terrain vehicles without providing hard evidence to prove that ATVs are unsafe, said his agency does not know about new toy risks because it has not monitored the toy industry vigorously.

Statler said that because of CPSC budget cuts, the commission is not up to date on information about hazardous toys. He claims the number of toy-related accidents in 1984 is up over the previous year, even though Scanlon said he is not aware of any "compelling problems" with toy safety.

At the kickoff of its annual toy safety campaign, both the commission and toy industry officials pointed out enforcement and voluntary standards have reduced the number of toy-related injuries from 147,000 in 1977 to 126,000 last year. According to Statler, however, there were 118,000 incidents during 1983, which apparently prompted the commissioner to claim that officials in the industry and in his own agency are attempting to minimize a 6.7% increase in toy-related accidents between 1983 and 1984.

The 126,000 children injured by toys in 1984 were hurt seriously enough to require hospital emergency room treatment and at least 33 children died, according to Scanlon. Those statistics do not include 385,000 children under 15 injured on bicycles, 65,000 injured on skates, 23,000 injured on sleds and 13,500 injured on skateboards.

At a Washington news conference, the CPSC demonstrated unsafe toys, including balloons that can be inhaled and have suffocated more than 90 children in recent years; toys with small parts that cause choking; crib gyms that can strangle babies; and toy chest lids that can cause suffocation.

A former CPSC official who is now a consultant for the toy industry called the conference, "the same press conference they have been giving for 10 years with the exact same products. Nothing has changed. I can't believe it."

The Consumer Affairs Committee of Americans for Democratic Action wants the CPSC to require toy makers to label toys, outlining the risks involved for various age groups.

Ann Brown, an investigator for the Consumer Affairs Committee, criticized the CPSC for too much talk and too little action.

(Continued to page 25)

CYCLE NEWS

WEST

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ON THE FRONT PAGE: The contenders are the Honda CR-500R, the Kawasaki KX500B2 and the Yamaha YZ490S for the 1896 big-bore MX showdown. The battle begins on page 10. Photo by Kit Palmer.

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voices

Supercross

I am a long-time supercross fan and motocross racer and I think supercross is a great sport and it deserves a lot of recognition but doesn't get it. It doesn't get it because the news media outside the motorcycle industry doesn't take it seriously as a sport. Why should they?

The ads run on TV and on the radio for the November 9 supercross were a joke. The announcer sounded like something out of the Exorcist, and the constant heavy metal music in the background made it sound crazed. The racing footage was the same stuff we'd seen for a couple of years highlighting mostly crashes. This is the same announcer who does the mud bogs and tractor pulls. I think a lot of people put supercross in the same league as mud bogs and track pulls anyway and I don't think having the same type of ad helps supercross as a sport at all.

Something else that hurts supercross is that every rider in the top 20 seems to get a nickname that sticks for the rest of his career. The top 20 European riders don't have nicknames but I'm sure Larry Huffman is working on the list. Larry is a good announcer and has done a lot for the sport but he doesn't need to give every rider a nickname.

I didn't go to the Rodil Cup race at the Coliseum because of a couple of bad experiences I had at the Superbowl of Motocross and the supercross finals earlier this year. They both involved people who took too many drugs or drank too much beer. I took two people who have never been to a supercross and I don't think they will want to go to another one. This is the first supercross I've missed this year and I think it's a shame.

Supercross should be a major sport in the United States but instead it's something that blows into town a couple of times a year, gets a little attention and fades away until next year. The only people who can change this is Pace Management, the promoter. I hope one day supercross will survive as a sport and not a spectacle.

FRANK HARTSELL
Temecula, CA

Disgusted with Lechien

Being a Kawasaki dealer that is also a part of Team Green, I am very concerned and depressed over Kawasaki failing to respond to the Ron Lechien drug abuse incident by cancelling his contract.

I am a Team Green dealer and know for sure they have a drug abuse clause in their contracts. I am ashamed for Kawasaki and the sport of motocross over this incident.

Kawasaki and Ron Lechien must think they are above the rules governing drug abuse. I, for one, think Kawasaki's decision to keep Lechien on contract stinks. I doubt this will ever see print, but I feel better for writing.

CORKY NIDAY
Parsons, KS

Drug concern

I am also concerned about Ron Lechien's/Team Honda, and now Team Green's, nonchalant attitude towards the use of drugs (pot) by their former and present team member. I am also alarmed that the AMA and other pro riders have not spoken out on this serious matter.

In a time when the sport is struggling with its public image, outside sponsorship, spectator support, and National/Supercross formats, I would think that the use of drugs by the riders (with no objection voiced by anyone) would just be another "Thorn in the MX Paw."

While discussing the R.L. bust with Local Pros and Amateurs the feeling seemed to be "Ron Lechien's one of the fastest racers in the world, perhaps the pot is doing him good rather than bad."

I am the father of two MX racers (10 and 14 years old) who look up to the Ron Lechies of MX as role models. I also use these top stars and athletes as examples to my boys in our training, practice, and dedication for their MX future. Not only has Ron been a hypocrite to himself but he has made my teachings hypocritical.

I feel more MX people need to speak out now about this problem. I have written to the Kawasaki and

Suzuki PR departments in the past about unrelated things and never received a response. I wonder if they will ignore me on this very serious matter also?

I am sending copies of this letter to AMA and Team Green's PR department.

FRANK S. FICK
Snohomish, WA

Reefer madness

Regarding the Lechien affair; as a Dutch citizen I've been exposed to virtually legal cannabis products all my life. To date, like NATO ally Spain, they are over the counter legal. We (Holland) have a violent crime rate less than one percent of that of the U.S. Most of our "potheads" are literate in German, French, English and Dutch.

I could go on with our educational standards etc., but the point has been made; pot is far from the evil Ed Meese contends. "Boogeyman" drug laws tend to: be ineffective, make criminals of non-criminals, and be very expensive (drug enforcement is self-promoting too).

Role models, what ever they are, are associated with sports people. But why should these folks be held to a higher standard than Presidential appointees? Ray Donovan — indicted, Rita LaVelle, Ann Burford — convicted, James Allen, James Watt — resigned under a cloud and many more like Ed "Sweetheart" Meese himself.

I discourage pot use, but contend alcohol and tobacco are far and away the most destructive and addictive substances of them all. I am encouraged Americans are again ahead of we Europeans in beginning to realize this. Remember when the Arabs figured out the earth was round, hundreds of years before the Europeans, it was alcohol that was forbidden, not hemp.

Muhammed Ali and Lenny Bruce both did things the authorities didn't like. Both were impeded from performing. Now years later what purpose did it serve? Ron broke no U.S. law and I feel the Japanese are going to survive. I therefore urge Kawasaki to keep him racing.

Regarding your publishing of a nameless letter (November 27, 1985); exceptionally poor journalistic practice. Of course if I had written that drivel I wouldn't have wanted my name by it either. Ron is a danger to his competitors though, he beats them. Orange County? Give me a break!

JOSS VAN DER MEER
Santa Monica, CA

This newspaper does not publish letters from anonymous sources; letter writers who sign their letters and provide their correct address and phone number may request that their name be withheld if the letter is published, but must state some compelling reason for such special consideration . . . Editor.

Champions, rookies and drugs

First of all, I can't believe the American Motorcyclist Association would praise just half of the Rookies of the Year. Pictures of Jeff Ward, Ron Lechien and Broc Glover are fine, but what about the 125cc class of Billy Franks, Scooter Stafford and Kevin Foley? No pictures of these three, just the top three. Especially Ron Lechien, he needs to hold his hand up but should keep his head down for his habits.

I'm sure these other three should have been pictured also, but I guess

drug users get the best, the write-ups and be praised up. The other three did ride as well as the others. Also, what happened to the people who wrote in on drugs and racing? They are dangerous to other riders and should be punished as well as other offenders and not given praise.

He (Lechien) should not have received this award after being caught as a professional athlete or whatever. The AMA should see what they are promoting before they promote it. Other racers, I'm sure, feel the same way.

K.L. BENNETT
Traverse, MI

The three National Motocross Champions were brought up on stage to receive their awards; the Rookies of the Year were mentioned but not brought forward out of the audience, and not all were present; that's why our coverage only included photos of the champions...Editor.

Thanks for help

I would like to thank the five young men from southern California who spent their entire day helping and caring for Mark Hildebrand, who was seriously injured during the Baja 1000 SCORE race on November 8.

During the heat of the situation, not enough thanks was given to these young men for the time and effort they expended helping Mark.

I would also like to thank "Weatherman," for his assistance in locating Mark and his efforts in relaying information to Mark's parents, who were extremely concerned. Also, for his efforts in bringing the emergency medical technicians and helicopter into the desert to transport Mark to the hospital.

The majority of people that I dealt with in this situation were extremely helpful and we are very appreciative. Although the "Miller Pits," organized by Larry Minor, were absolutely no help at all, in spite of the fact that they knew a rider was down and seriously injured, they would take no time to try to locate him or relay messages via their radio system.

I again want to say thank you to everyone who helped Mark, including Weatherman, Gable Relay, the emergency medical technicians and five young men from southern California who found Mark, cared for him and spent their entire day trying to comfort Mark and get him out of the desert.

Mark is currently recuperating at home in Parker, Arizona, from a serious back injury, but with God's and the doctors' help we expect to see him back, doing what he loves, desert racing.

MIKE LAPP
Desert Husqvarna
Phoenix, AZ

Drugs and racing

My husband is a motorcycle mechanic. His hobby is modifying bikes and keeping them race ready for privateer Pros. We have helped many young racers. We write resumes, coach the rider, handle parents and sponsors. We have given lots of advice, time and money over the years.

We have worked with parents and sponsors trying to keep the desire to win and race in the rider, because about 90% of young racers between the ages of 16 to 18 years will discover drugs, drinking, and girls. Whether they are good racers or not, four out

(Continued to page 25)



Dan Smith



Even though it quit raining before the race started, Husqvarna continued to pour it on at the 178-mile torture-test called Barstow to Vegas. Dan Smith and his all-new '86 Husqvarna 500 Cross Country threw sand in the faces of their 1,200 competitors. In fact, three of the top four finishers rode Husqvarnas.

1st overall—Dan Smith—1986 Husqvarna 500 Cross Country

3rd overall—Larry Roeseler—1986 Husqvarna 510 Cross Country 4-Stroke

4th overall—Scot Harden—1986 Husqvarna 500 Cross Country

Sr. Open Expert winner—Bob Ashcraft—1986 Husqvarna 400 Cross Country

Husqvarna's full line of Cross Country racers—the 125, 250, 400, 500 and 4-Stroke—are all proven winners. They combine renowned Husqvarna reliability with breathtaking speed, incredible maneuverability and extraordinary suspension to make up the ultimate group of cross country machines. All

five models feature an improved front single floating disc brake that is resistant to fade from heat or water; an adjustable and rebuildable Ohlins shock for excellent suspension and rear-end handling; and liquid cooling for strong, crisp, consistent power. Your local Husqvarna dealer can point out even more reasons why our Cross Country model is called "King of the Desert."

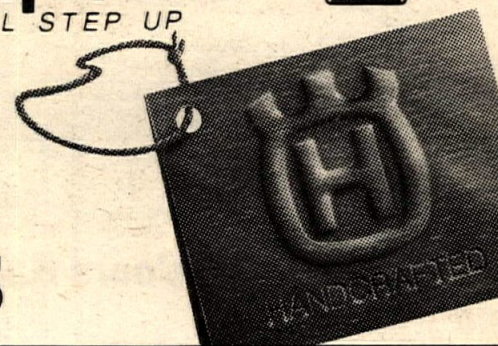
Visit your Husqvarna showroom today and see the complete line of 1986 Husqvarna Cross Country motorcycles—the motorcycles Dan Smith, Larry Roeseler, Scot Harden, Dan Ashcraft and Kurt Pfeiffer helped develop into the finest desert racers to ever put knobby to sand.

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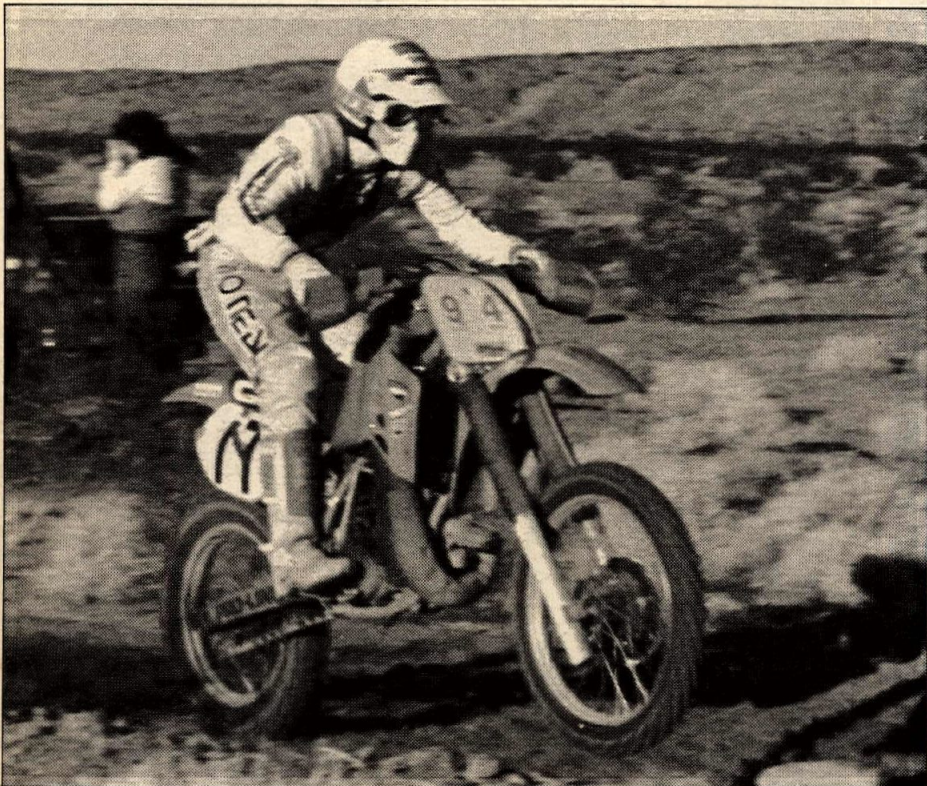
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Neil Christman (above) finished first 250cc Expert and fifth overall. Sean Bradley (below) was third in the 250cc Expert class and 10th overall.



1985 AMA D-37/Coors Barstow-to-Vegas Hare and Hound

Husqvarna desert ace conquers B-to-V classic

By Farren Williams

BARSTOW, CA, NOV. 30

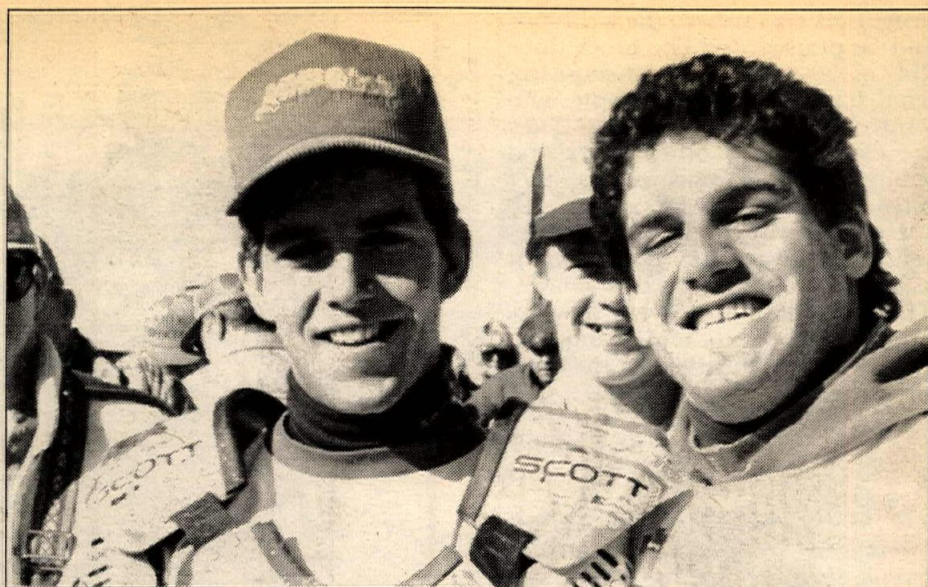
Husqvarna factory rider Dan Smith had to shake off a hard fall in a treacherous, unmarked rain ditch and cope with a missing axle nut late in the race before he could

claim victory in the 1985 AMA/D-37 Coors Barstow-to-Vegas Hare and Hound, held in the Mojave Desert between Barstow, California and Sloan, Nevada.

The 22-year-old Smith, of Visalia,

California, rode a brand-new 1986 Husqvarna 500 Cross Country to victory in three hours, 53 minutes, beating out Honda's Chuck Miller, 26, of Huntington Beach, California, for the overall win. In all, 1170 motorcyclists and ATV pilots competed in the race.

PHOTOS BY FARREN WILLIAMS, MATT HILGENBERG AND JOE STEPHAN



Winner Dan Smith (above, left) was congratulated in the pits by last year's victor, Chris Crandall. Crandall didn't race due to a recent injury.

"The race went great," Smith said. "The bike (brand new especially for Barstow-to-Vegas) worked really good. I had no problems. It was a real good ride."

"I was hoping," Smith said with a smile when asked if he ever was certain he was going to win. "I had a game plan. In the cold (during the early portions of the race) it's easy to seize your engine. I got the bike through the hard part, where it was really cold, and just kind of cruised from there."

The top five 500cc Expert class finishers were rounded out by Husqvarna-mounted Larry Roeseler of San Diego, California, in third place; Team Husqvarna's Scot Harden in fourth and Honda-mounted Randy Morales in fifth. First 250cc Expert finisher Neil Christman (Hon) took fifth overall by completing the race ahead of Morales.

Husqvarna's ace took the lead about 10 miles from the start and never looked back until he lost a rear axle nut, just before the third gas stop. While he was in the pits making repairs, Miller took the lead on his 660cc, four-stroke Honda.

Smith, who won Barstow-to-Vegas in 1983 and who is currently the number one Open Expert rider in AMA/D-37's desert division, retook the lead about six miles after the third gas stop, when Miller bailed off hard in a ditch.

After making sure his Honda-sponsored competitor was not injured seriously, Smith retook the lead and had an easy time with the course until he got off in a similar section of ditch about five miles later. The washout where Smith crashed, much to the dismay of D-37 officials, was not marked with danger signs.

Fortunately, both riders were unhurt, and the pair put the dangerous stretches of ditch behind them by dicing for the lead during the initial portions of the course's last section. Smith regained his early advantage somewhere during the final few miles of the race when Miller slowed due to fatigue.

"I backed off the gas on the last loop," said Miller. "I was getting tired and he was on the gas. He was a little bit in front of me."

A spokesman for D-37 said Smith's margin of victory was estimated by those present at the finish line as about 12 minutes, but the margin is uncertain since officials had no timekeepers working the race — only Smith's winning time was recorded.

"The course was really good," Smith said after the 178-mile race. "There were no really tough spots. They (District 37) put on a good, demanding race."

"Other than the ditch, I thought it

was a real good course," Miller said when it was all over. "The first half was fast and there was no dust, (thanks to rain the night before, the course not only was dustless but also offered plenty of traction). The second half was tough. I commend them. When you go from Barstow-to-Vegas, you can't expect all roads."

"At the start, Dan and I were running fifth and sixth," said the rider for American Honda. "I followed him and we passed everyone. Just before pit three, Dan lost his axle nut and I went by."

"About six or seven miles later I fell off — hard! I got up and Dan pulled up beside me," said Miller. "He was asking me if I was alright. I think that was a great display of sportsmanship on his part."

Miller had nothing but praise for his big, four-stroke Honda. "The thing ran perfectly," he said. "I want to say thanks to my mechanic, Phil McDonald. The Michelin tires gave me no flats. They're definitely the thing of the future."

Miller's Honda sported Michelin's new desert tires, the model with no valve stems where rims are mounted with a combination tire and foam liner called a Bib Mousse, which replaces inner tubes.

"I lost my front brake," said Miller, who is employed as an ATC race mechanic for American Honda. "Sometimes I would go for it and have no brakes; sometimes they were there. I think I had air bubbles in the line."

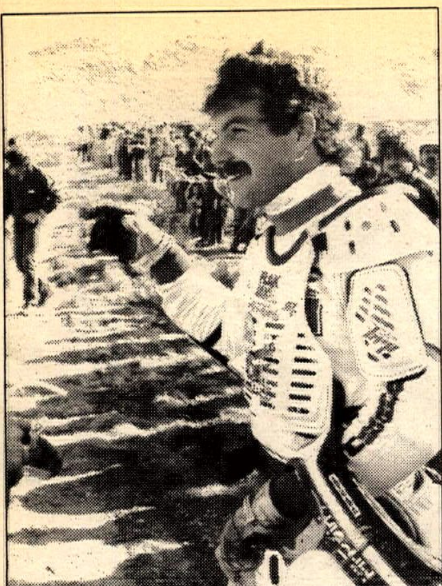
While Smith and Miller were out front fighting for all the glory, the 28-year-old Roeseler was fighting against time. He was pushing hard on his Husqvarna 510 Cross Country four-stroke, trying to make up the precious minutes lost while suffering a bad start.

"I didn't get a real good start," he said. "I never crashed, but at the first gas I had to stop and fix a crankcase breather tube that was spewing oil and making a mess. I fixed the line, but it was still leaking a little, so I left it alone and tried catching up."

"You have to make up time once you've lost it at the beginning," Roeseler said. "I'm a lot better in the tight stuff — the enduro-type stuff. When the course gets tight I can really pass guys. The fast stuff is not that challenging."

Roeseler, the factory Husqvarna rider who recently claimed a gold medal in the 1985 ISDE in Spain, put his enduro skills to good use in the rough terrain between the second and third gas stops, and he passed several riders to move from seventh place to third place during the last 60 miles of the course.

Why did Roeseler challenge the



Open Expert Chuck Miller describes his second-overall finish.

Barstow-to-Vegas run on a four-stroke?

"The weights on four-strokes are getting lighter and they get more mileage than a two-stroke," said Roeseler, who won his ISDE medal on a Husqvarna four-stroke. "I've been riding four-strokes a lot, and I will be riding them a lot in 1986."

"The race was won on a Husqvarna," he said at the Nevada finish line. "Even finishing third is a good showing for me and the bike. Randy (Morales) finished fifth on a Honda, so three of the top five riders were on Husqvarnas."

Harden, 29, the final member of Husqvarna's top-finishing trio, is a district sales manager and contracted racer for the Swedish motorcycle company. He finished second overall at last year's Barstow-to-Vegas competition, and claimed first overall in this year's Baja 500.

"I had a real good ride — no problems," said Harden after the race. "I had a chain guide come off and I had to stop and fix that. I never saw Dan Smith, but I was third or fourth most of the way."

"The race was pretty fast the first half and pretty rough the second half," Harden said. "The last 60 miles were the toughest of the race. The last 43 miles were very physically demanding — that's when the best-conditioned riders came to the front."

Harden is becoming a fixture at District 37's annual Barstow-to-Vegas classic. In addition to this season's race, he ran Barstow-to-Vegas in 1972, 1973, 1974, and 1984. Will he be back next year?

"Oh yeah," he said with a smile. "You bet. I've always been in the top four overall in this race, and I've finished it every year I've ridden it."

Morales, the 21-year-old rider who took fifth in the 500cc Expert class, said he was lucky to finish the race after taking a tumble in the unmarked rain ditch.

"I got a bad start and was running about 50th at the bomb," Morales said. "I moved up to third, but a waterline came off and I dropped to sixth."

"Then I got off hard in a ditch — the same ditch Dan Smith got off in. At least I was able to keep running. Brett Howell got off in the same ditch — he got off hard — and they took him to the hospital," Morales said.

Morales seemed lethargic after the race, and a large red bump had formed on his forehead, testimony to the impact of his crash. He said the impact did not render him unconscious, but added he was down at least two minutes.

"It was after pit three at State Line," Morales said. "We were run-



Honda pilot Bill Hisey claimed first overall in the Beginner classes.

ning in rolling terrain, parallel to Highway 15. The terrain leveled out where you could open it up and go faster, then, all of a sudden, there was a 10 to 12-foot ditch. I launched into the air, closed my eyes, and hit the other side. I was down for two minutes then I looked up and asked myself, 'is this marked?' It wasn't marked. I was chasing Roeseler. Roeseler made it, I didn't. I could have thought of better ways to get to Vegas."

Most of the Barstow-to-Vegas riders, including the top finishers, would have preferred to bypass the unmarked washout.

"I crashed once," Smith said. "I hit about a 15-foot rain ditch that wasn't marked. I tried to jump it, but I didn't make it. When I hit the other side I think it tried to spit me to the moon."

"It was a total washout where Dan bailed," said Miller. "A lot of folks felt there should have been danger markers. I kind of wished they would have marked that one — three guys wouldn't have got off. But I guess they can't mark the whole course."

"No one rode the course before we went through," Miller added.

"You just got going up to speed, then there was the ditch," said Mike French, a 19-year-old 125cc Novice from Los Angeles.

"It had vertical sides; they were straight up and down," he said. "It was about four-feet deep, I think. You can't mark everything, but that ditch sure wasn't marked very good."

French made his comments while resting in a lawn chair near the finish line. His left foot was propped up and enclosed in a makeshift cast. He said he thought he had a broken arch.

Several riders who went down in the unmarked washout complained to District 37 officials, and at least two other riders were injured in the ditch.

"Where Dan went down was supposed to be well-marked," said D-37 president Joe Bilotta.

"We had pre-riders out this morning who said it was marked. We had up six stakes with three orange day-glo markers on each stake. There was no way Dan could have missed those. It appears as if someone came down Highway 161, walked down the course and pulled the danger markers off deliberately. We know they were there because the whole course was ridden early this morning."

Bilotta said he was aware of three serious injuries resulting from crashes in the ditch. He verified one rider suffered a fractured femur; another broke his clavicle; and a third suffered a broken arch.

"For someone to do this deliberately is bizarre," Bilotta said. "The wind did not blow those stakes down."



Scot Harden, (below), who finished fourth overall, was joined in the finish line chute by his young son. (Above) Expert James McGrath on the gas.



Bilotta placed the location of the unmarked washout as one mile south of Highway 161, near check 12. Check 12 was located in Nevada, near the Jean and Goodsprings offramp on I-15.

The top riders in the 250cc Expert class included winner Christman, second place finisher Phil Gorgone, 25, of Hacienda Heights, California, and third place finisher Sean Bradley, 15, of Ridgecrest, California.

The top 250cc trio dived with Roeseler during portions of the course, and each of the three 250cc Experts managed to finish in the top 10, overall.

Gorgone said he was running about 15th at the start of the race with only Christman and Open class bikes in front of him. After taking it easy through the opening loop (a sandy area where Gorgone seized his engine in the 1984 Barstow-to-Vegas race), he was approximately four minutes behind Christman.

"I didn't know what I was running," he said, "but I figured it was in the top three. I never saw Christman."

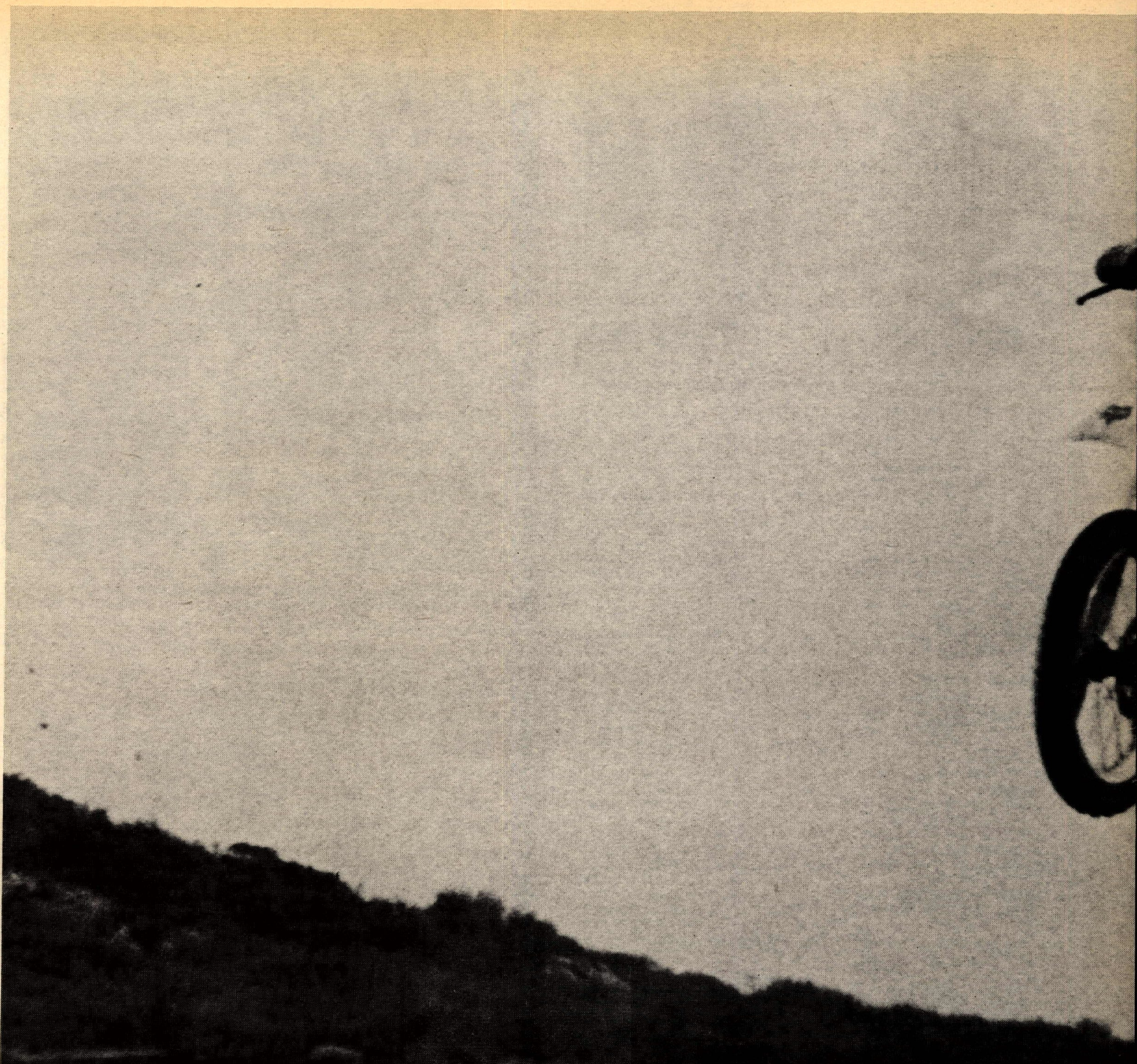
Gorgone was saved from the unmarked ditch by an injured rider who waved him down as he approached the washout.

"It was just past gas three," he said. "A guy crashed there in front of me and broke his collarbone. He was from the Viewfinders (M.C.) and he was waving me down. It was a nasty ditch. I guess the danger markers blew down or someone knocked them down. Overall the course was marked fantastic."

Bradley lost second place in the 250cc Expert class to Gorgone when he was forced to repair a flat tire right after the third gas stop. A few miles after the stop, he, too, was warned of the unmarked washout by a downed rider.

"A guy on a CR500 bailed there

(Continued to page 31)



SUZUKI 86'S TH

The '86 Suzuki RM80s have only been out for a few weeks, and already they're 86-ing everything on the track.

Want proof? Just look at what happened during the final round of the NMA/Suzuki Western Fall Nationals: Both Butch "Snowy" Smith and Buddy Antunez deep-sixed the competition in the 83cc Stock & Modified Class.

Butch piloted his RM80 to victory in the 9-11 Class, while Buddy reigned over the Expert



E COMPETITION.

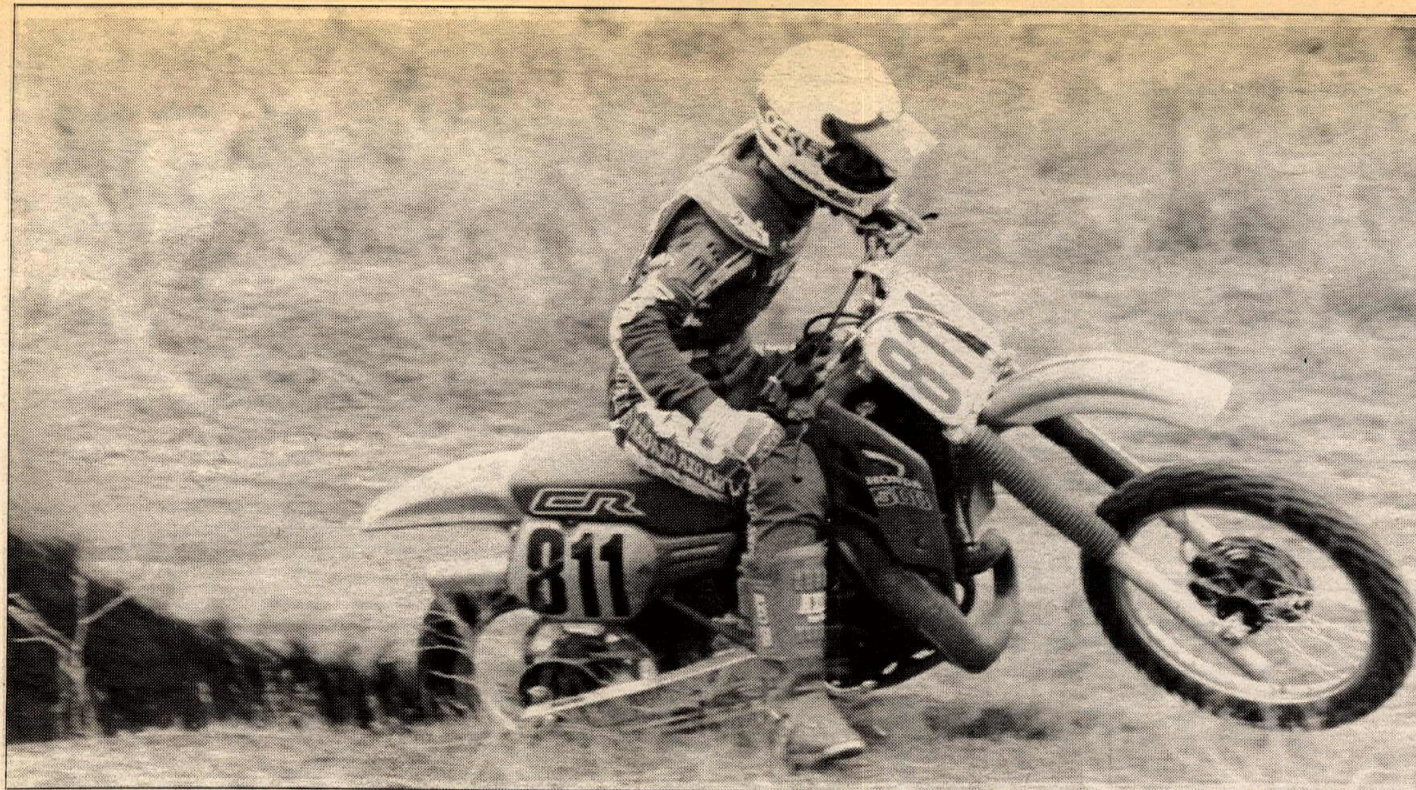
12-and-over Class on his RM.

Look for Buddy and his RM80 when he goes on to the NMA World Mini Grand Prix.

And in the meantime, look for the rest of our '86 RM80's in their usual role: doing a number on the competition.

**MAN AND MACHINE
WORK LIKE A SINGLE MOVING PART.**





PHOTOS BY KIM W. PALMER, WILLIE AMARADIO, AND KIT PALMER

(Above) The new CR might not look much different than last year's, but performance is significantly better. (Below) Turning abilities and suspension are the YZ's best qualities.



Showdown: 1986 KX500B2 Kawasaki vs. CR500R Honda vs. YZ490S Yamaha

The battle of the heavyweights

By Kit Palmer

Here they are, three of Japan's finest and latest big-bore motocrossers: the 1986 KX500B2 Kawasaki, the 1986 CR500R Honda and the 1986 YZ490S Yamaha. The big ques-

tion is, which one is *the* finest? Is it the reigning champ, the slightly refined CR500 Honda? Or is it the KX500 Kawasaki with its front and rear disc brakes and a new power valve? Or is it the most-changed, but still air-cooled, YZ490 Yamaha?

There can be no easy winner in this heavyweight bout, that's for sure, but there is a winner, nonetheless.

Technical

Honda: The 1985 CR Honda was the king of the class with its powerful motor and decent suspension, so it's not surprising that the Honda is the least changed of the three. Much emphasis went to make the 1986 CR

even easier to ride than the '85 Honda, because many Honda owners felt the throttle response was a little too explosive. To alleviate that problem, the ignition coil, timing and cylinder head were altered. The ignition now provides a stronger and a longer duration spark, while the new cylinder head's larger combustion chamber lowers the compression, a change which also makes the bike easier to start. The piston has a new profile to reduce excessive rocking against the cylinder walls for added durability. And to reduce weight, the twin radiators have two water cores instead of three.

The exhaust pipe has the same dimensions as before, but the rebuild-

able aluminum silencer is now mounted to the frame in two places instead of one. Carburetion is handled by a 38mm flat-slide Keihin that feeds into a reed-valve induction chamber, and breathes through a larger airbox and foam filter.

The five-speed internal transmission ratios are unchanged but the countershaft sprocket has one more tooth. The shifting fork and dogs are redesigned for added strength, while the mainshaft, clutch collars, shift spindle and kickstarter idler gear are made lighter. The wet, multi-plate clutch is basically the same except for the lifter arm being shaped differently to achieve a lighter feel on the clutch lever.

The 1986 frame has the same dimensions as the '85 CR, but some of the stress points are beefed up. Front and rear suspension is revamped with most of the attention going to the forks. The Showa-made, air-adjustable, 43mm forks are almost exact replicas of the ones used on the works bikes, which have the new cartridge-type damper assembly. The whole damper assembly works inside a cartridge, out of reach from air bubbles that form outside the cartridge when the fork is hard at work. The primary advantage of this system is to maintain constant damping action. Front wheel travel is 12.0 inches. Blue fork boots protect the stanchion tubes.

The Pro-Link, single-Showa-shock rear suspension is refined for more progressive action by shortening the length of the bottom link and modifying internal damping valving. The shock is still fully adjustable with 18 external compression damping and 21 external rebound damping adjustments. The box-aluminum swingarm now pivots on needle bearings instead of bushings. Rear wheel travel is 13.0 inches.

A common problem that plagued many '85 CR500 owners was exploding rear wheel bearings on the drive side. To cure this problem, Honda added two bearings to this side as well as having one on the other. The new hub also allows the use of 3mm wider brake shoes for stronger braking power.

Other changes include different drill patterns in the front disc brake to reduce weight, gold-anodized rims, rubber-mounted handlebars, Bridgestone M-26 and M-24 tires, and a slimmer gas tank and seat. The whole package weighs an actual 248.5 pounds wet.

Yamaha: Of the three bikes, the

YZ490S is the most changed, internally and cosmetically. The biggest change to the '86 YZ is the switch from a four-speed to a five-speed transmission with fifth gear having the same gear ratio as last year's fourth gear. The pull lever on the clutch rod is extended to make clutch lever pull lighter.

The air-cooled, 487cc engine received a few changes. The left-side scavenging port was reshaped for two reasons: to give the Yamaha better punch at midrange, and to improve reliability. The way the left-side scavenging port was shaped in the 1985 model, there was a weak point at the bottom of the cylinder where it mated with the engine cases. The cylinder wall was too thin and would crack; the reshaped scavenging port allows the use of thicker walls (5mm from 3mm), eliminating cracking problems.

Bore and stroke remains unchanged at 87x82mm; the 6.9:1 compression ratio and 40mm round-slide Mikuni carburetor are also held over unchanged, although jetting was changed slightly. The carburetor feeds into a fully-reeded induction chamber, but the material of the reeds have been changed to improve throttle response. The reeds are now made out of resin instead of steel.

The airbox is reshaped to improve air flow and has been redesigned for easier maintenance.

Suspension on the Yamaha went through major changes, mainly in the rear. An Ohlins shock with the Brake Actuated Suspension System (B.A.S.S.) is used, but instead of working on linkages above the swingarm, the shock now runs through the swingarm and connects to the linkages underneath. To accommodate this new suspension system, the frame is completely redesigned; changes include the headpipe being lengthened 10mm and the area around the swingarm pivot made stronger.

The air-adjustable, 43mm Kayaba fork offers 11.6 inches of wheel travel, as well as external compression damping adjustments. A super-hard coating of Alumite is used in the fork sliders to keep the oil from getting contaminated by metal particles that usually wear off the sliders under use. Alumite's other advantage is that it also reduces stiction.

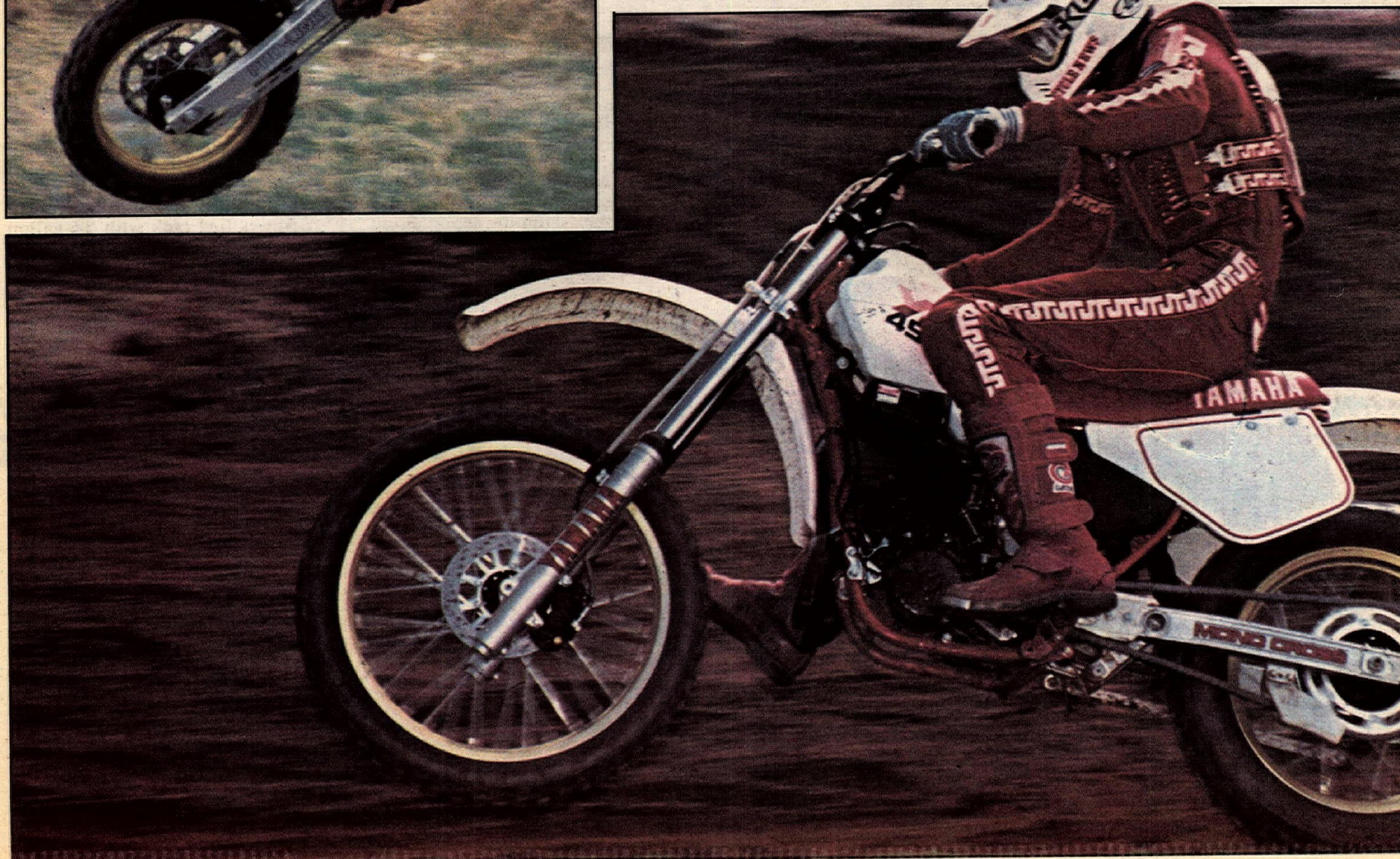
The new Yamaha also features a smaller front disc brake with improved pads, a smaller hub, gold-anodized aluminum rims, M-22 and M-23 Bridgestone tires, Z-spokes, a much-narrower fuel tank with 2.6-gallon capacity and a lower center of gravity, new waffle-pattern grips, and new side panels and graphics.

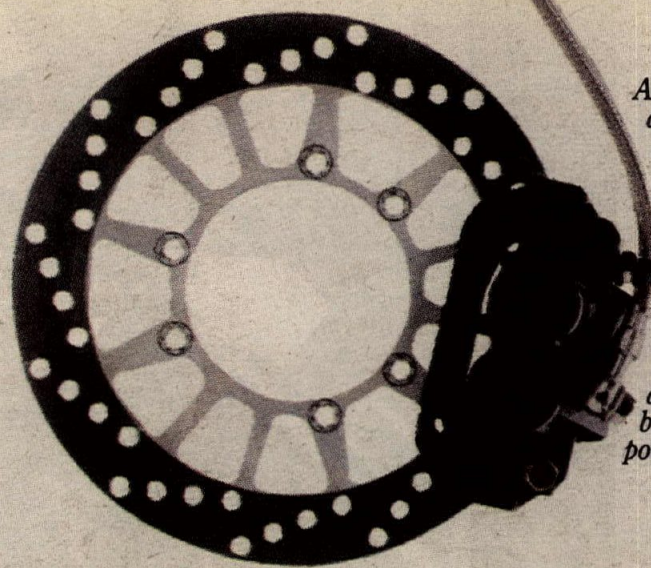
Kawasaki: The new KX500 Kawasaki features two major additions, the Kawasaki Integrated Powervalue System (K.I.P.S.), and a rear disc brake, which replaces the standard drum/shoe set up. The K.I.P.S. is the first (and only) power-valve system offered on a production big-bore motocrosser, and is designed to give the KX strong low end without sacrificing power at high rpm. Since the KX now has K.I.P.S., the boost bottle used last year is now history, leaving only the Yamaha with a boost bottle. Like the Honda, the Kawasaki is water-cooled, with two separate radiators mounted in front of the gas tank. The two-stroke motor maintains its square bore and stroke configuration at 86x86mm, 499cc actual displacement and 40mm round-slide Mikuni carburetor, but the compression ratio was bumped up to 8.0:1 from 7.9:1. The only other change inside the motor is the eight-petal (formerly six) reed valve, which now has carbon fiber petals.

The KX has carried over (for the second year in a row), the Fresh Air

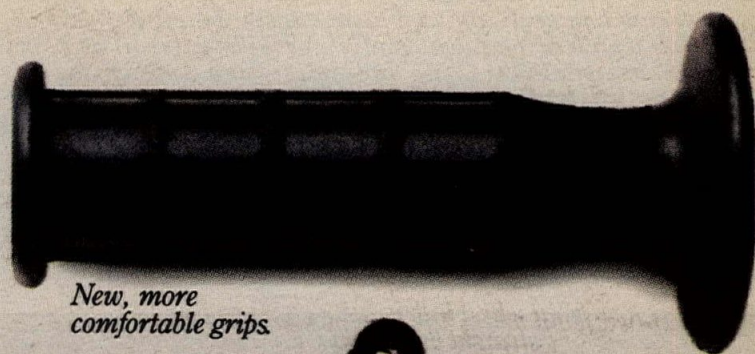
Beginner/Novice rider's comment: "The Kawasaki was by far the hardest of the three bikes to ride for me. Its light flywheel makes it easy to stall and doesn't allow for mistakes. The Yamaha is smoother, more forgiving and the easiest of the three to ride. The Honda featured the most comfortable riding position, a better motor, less vibration, and, although it's not as forgiving as the Yamaha, was basically simple to ride.

Intermediate/Expert rider's comment: "I'd chose the Honda over the other two bikes simply because it has a powerful yet smooth powerband with no vibration, and good suspension. For me, the Yamaha needs more low end and less vibration, while the Kawaski needs a smoother power delivery.





A new 170mm disc is smaller and lighter than last year, trimming unsprung weight. But because it's carbon steel, it has a higher drag coefficient and provides better stopping power.

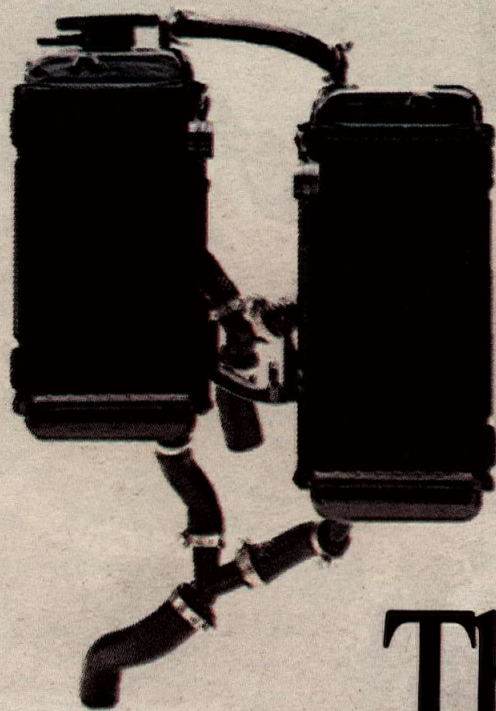


New, more comfortable grips.

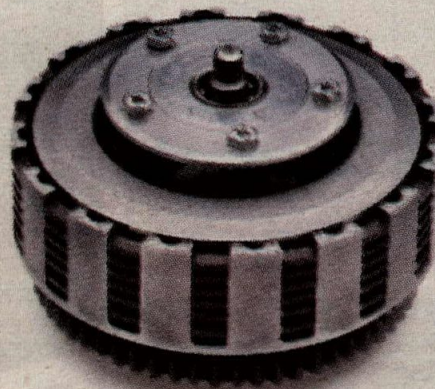


The new seat style accommodates a wider variety of riders.

Our new Monocross system features a new Ohlins-type Yamaha shock with a new piggyback reservoir. It's connected to the new linkage beneath the new, beefed-up swingarm.

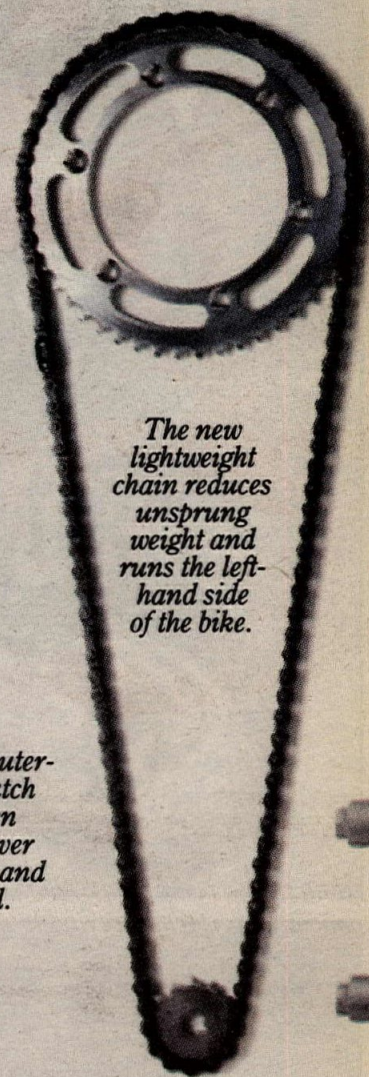


Our new radiators are mounted lower, hold more coolant, and the system has been re-routed to cool the exhaust port for more horsepower.



A new "outer-push" clutch offers even lighter lever pressure and better feel.

The new exhaust pipe is tuned for more low and mid-range power.



The new lightweight chain reduces unsprung weight and runs the left-hand side of the bike.

The 1986 YZ125. We a

This year, we asked our engineers to make the YZ125 accelerate harder. Hook up out of turns without hesitation. Handle as precisely as technologically possible. And, as always, endure the rigors of motocross. Even

the professional kind.

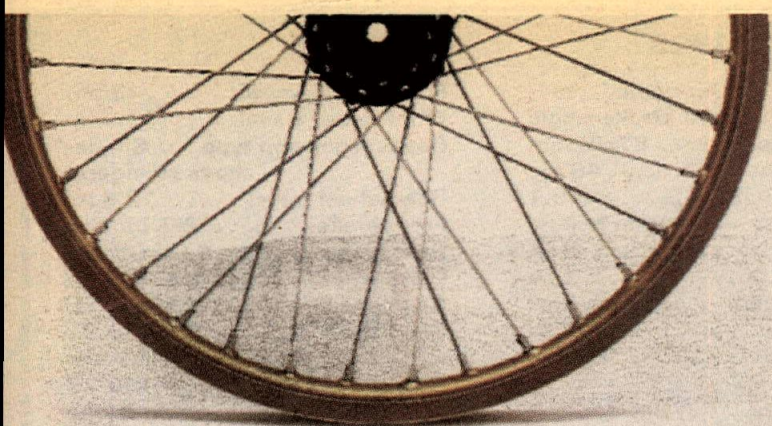
So they couldn't just redesign, revise or rework last year's YZ. They had to build an entirely new one. From scratch.

Which means it's a lot easier to tell you what hasn't changed

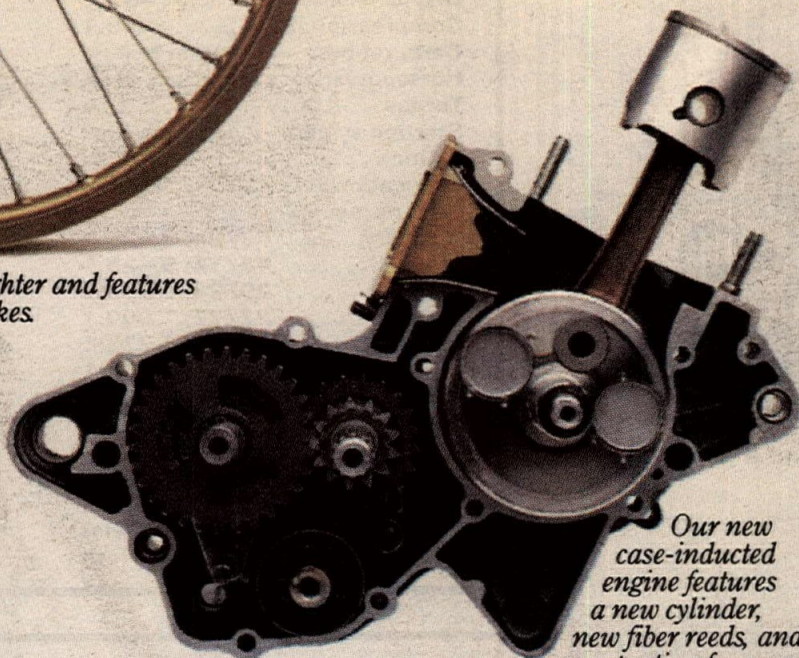
than to tell you what has.

Our exclusive Brake Actuated Suspension System (B.A.S.S.) hasn't changed. The Yamaha Power Valve System is still there. Last year's rear drum brake performed quite well, too. We were

Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect fellow riders and the environment. For further information regarding the MSF rider course please call 1-800-447-4700.

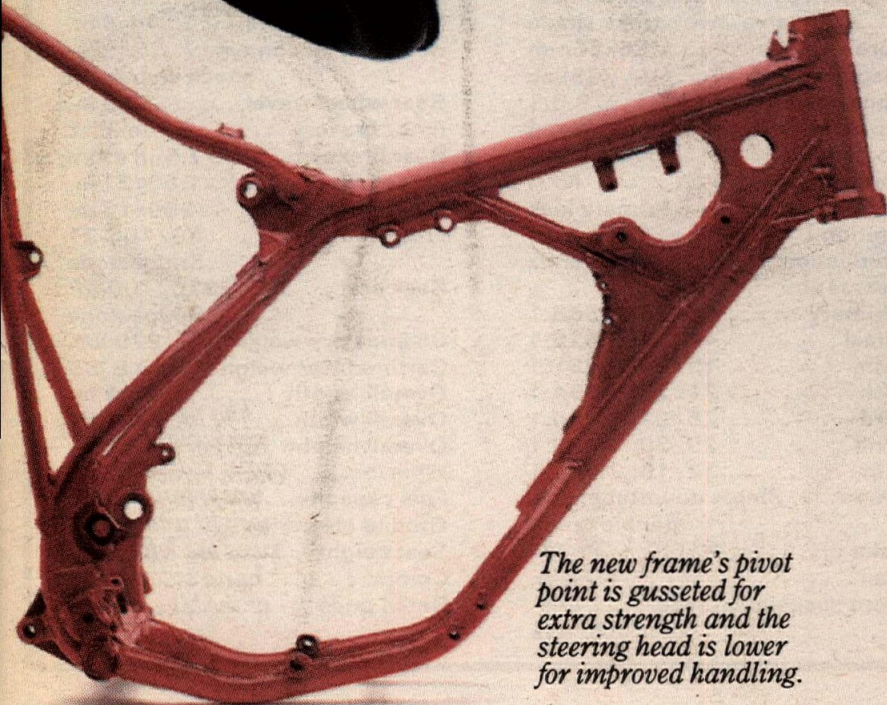
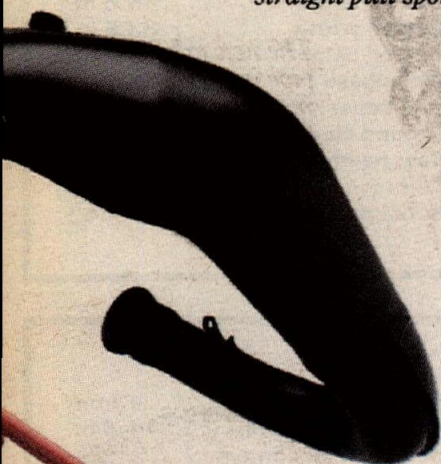
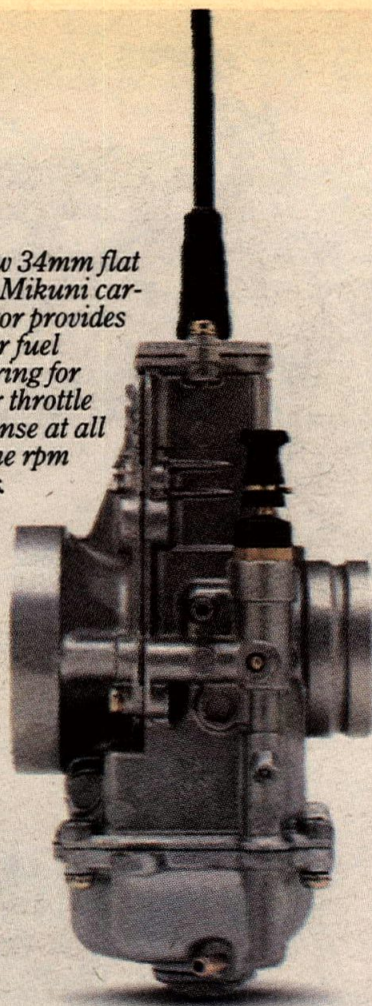


Our new front wheel hub is lighter and features straight pull spokes.



Our new case-inducted engine features a new cylinder, new fiber reeds, and new porting for more power spread over a wider powerband. The crankshaft assembly is more rigid than ever and a new O-ring head-gasket improves sealing and heat dissipation.

A new 34mm flat slide Mikuni carburetor provides linear fuel metering for better throttle response at all engine rpm levels.

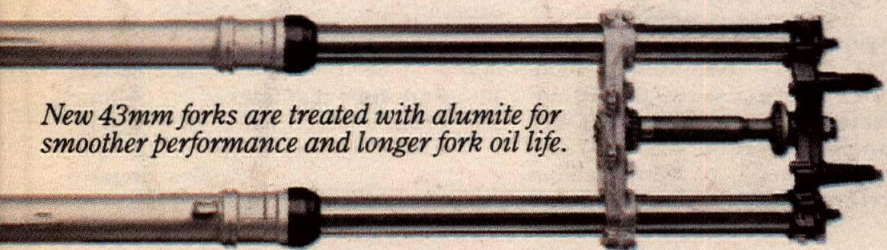


The new frame's pivot point is gusseted for extra strength and the steering head is lower for improved handling.

The new tires dig like crazy for better traction.



Our new vertical tank design lowers the center of gravity and minimizes fuel sloshing for better handling. Integrated radiator shrouds provide better comfort and durability.



New 43mm forks are treated with alumite for smoother performance and longer fork oil life.

The new steering head pipe is 10mm longer and the yokes are wider for more rigidity. Which translates into better handling and more stability.



so changed the decals.

also impressed by the handlebars. The white and red color scheme seemed to please everybody.

And like all our YZ's, the YZ125 still has the industry's only motocrosser warranty. A 30-day limited warranty your Yamaha

dealer would just love to tell you more about.

However, everything else had to go. Even the decals.

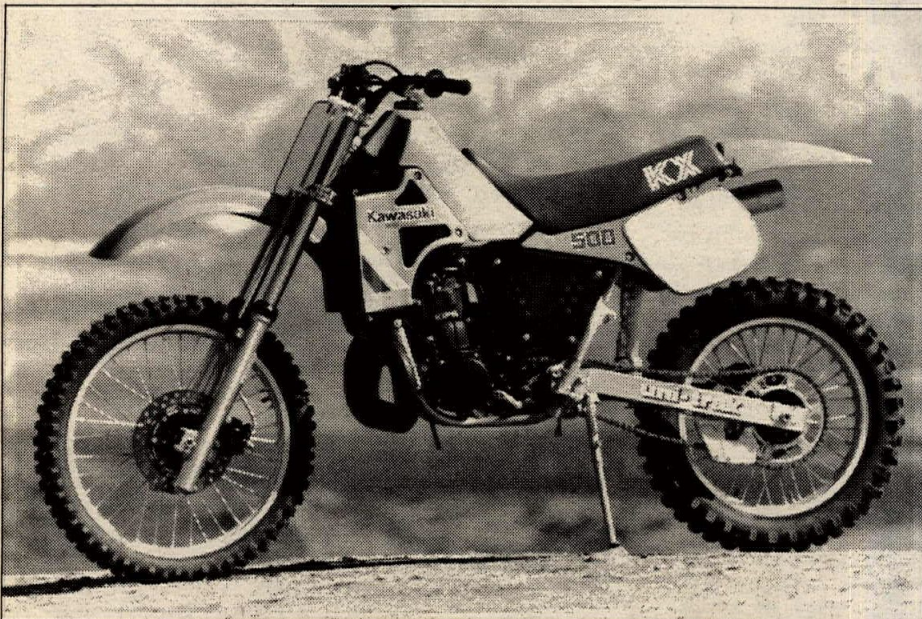
YAMAHA
We make the difference.



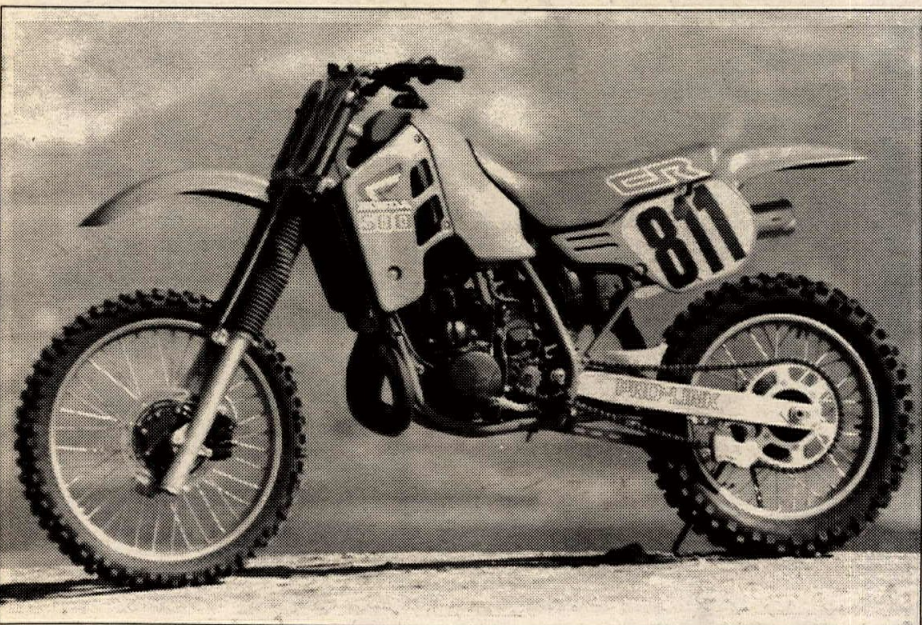
Specifications are subject to change without notice. Always wear a helmet and eye protection. Designed for off-road, operator use only.



(Above) A five-speed transmission, new suspension and a slimmer gas tank highlight the YZ. The air-cooled motor is refined.



(Above) A rear disc brake and K.I.P.S. are new features on the KX. (Below) A smoother powerband and plusher suspension mellows out the CR.



Intake System (F.A.I.S.), where the air intake chamber is located underneath the gas tank, routing cleaner air to the airbox.

The silver-painted, high-tensile-steel frame is all new, and delivers a more forward seating position. It still uses a single front downtube that splits into a double cradle where the exhaust head pipe mates to the centerport cylinder. The rear Uni-Trak suspension system still uses an adjustable strut (which Kawasaki recommends not be adjusted) with a rocker arm. (That's unlike the KX125, which no longer uses the strut.) The Kayaba rear shock has 22 rebound adjustment "clicks," four high-speed and 14 low-speed adjustments (all external); that's the same as last year's model. Travel is 12.8 inches.

Unlike the rear suspension, the

front 43mm Kayaba forks have a new feature, the Travel Control Valve (TCV). To make damping action more smooth and progressive, the TCV increases damping as the fork compresses. Front wheel travel is 11.8 inches. The air-adjustable fork has three external preload and 14 compression damping settings.

The hydraulic rear disc brake is new for '86 with the caliper mounted solidly to the top of the swingarm. The master cylinder reservoir is mounted to the frame directly above the brake pedal, out of harm's way.

Other new features include reshaped fenders, a rebuildable aluminum silencer, a lighter flywheel and a stronger chain guide.

Riding

Starting big-bore, two-stroke motocrossers is never fun, but of the three,

Yamaha YZ490S

Engine type ... Air-cooled, reed-valve, two-stroke single
Bore x stroke 87x82mm
Displacement 487cc
Compression ratio 6.9:1
Carburetion 40mm Mikuni
Horsepower N/A
Torque N/A
Starting system Primary kick
Ignition CDI
Lubrication Premix
Gear ratios
Primary 63/24; 2.625:1
Final 48/14; 3.428:1
5th 20/24; 0.833:1
4th 22/22; 1.000:1
3rd 18/22; 1.222:1
2nd 24/16; 1.500:1
1st 29/15; 1.933:1
Frame ... Single downtube, split double cradle
Rake 28°
Trail 4.8 in.
Front suspension type Tele-scopic fork

Fork tube diameter 43mm
Front wheel travel 11.6 in.
Rear suspension type ... Single-shock swingarm
Rear wheel travel 12.6 in.
Front brakes 8.7-in. disc
Rear brakes 5.9-in. drum
Front wheel 1.60x21 in.
Rear wheel 2.50x18 in.
Front tire 80/100-21 Bridgestone
Rear tire 110/100-18 Bridgestone
Claimed dry weight ... 233 lbs.
Certified wet weight... 251.0 lbs.
Overall length 85.6 in.
Overall width 33.5 in.
Overall height 48.2 in.
Wheelbase 58.1 in.
Fuel capacity 2.6 gal.
Ground clearance 13.2 in.
Seat height 37.4 in.
Colors White
Retail price \$2649

Kawasaki KX500B2

Engine type Liquid-cooled, reed-valve, two-stroke single
Bore x stroke 86x86mm
Displacement 499cc
Compression ratio 8.0:1
Carburetion 40mm Mikuni
Horsepower N/A
Torque N/A
Starting system Primary kick
Ignition CDI
Lubrication Premix
Gear ratios
Primary 66/26; 2.538:1
Final 44/14; 3.428:1
5th 19/24; 0.791:1
4th 21/22; 0.954:1
3rd 26/22; 1.180:1
2nd 29/20; 1.450:1
1st 32/16; 2.000:1
Frame ... Single downtube, split double cradle
Rake 28°
Trail 4.72 in.
Front suspension type Tele-scopic fork

Fork tube diameter 43mm
Front wheel travel 11.8 in.
Rear suspension type ... Single-shock swingarm
Rear wheel travel 12.8 in.
Front brakes 8.7-in. disc
Rear brakes 7.5-in. drum
Front wheel 1.60x21 in.
Rear wheel 2.50x18 in.
Front tire 80/100-21 Bridgestone
Rear tire 110/100-18 Bridgestone
Claimed dry weight ... 220 lbs.
Certified wet weight... 250.5 lbs.
Overall length 85.6 in.
Overall width 32.1 in.
Overall height 48.2 in.
Wheelbase 58.3 in.
Fuel capacity 2.5 gal.
Ground clearance 14.8 in.
Seat height 37.8 in.
Colors Green
Retail price \$2749

Honda CR500R

Engine type Liquid-cooled, two-stroke, single
Bore x stroke 89x79mm
Displacement 491.4cc
Compression ratio 7.0:1
Carburetion 38mm Keihin
Horsepower 56.2 bhp @ 6500
Torque 48.5 lb.-ft. @ 6000 rpm
Starting system Primary kick
Ignition CDI
Lubrication Premix
Gear ratios
Primary 63/25; 2.520:1
Final 51/14; 3.642:1
5th 19/24; 0.791:1
4th 21/22; 0.954:1
3rd 23/26; 1.150:1
2nd 25/18; 1.388:1
1st 28/16; 1.750:1
Frame ... Single downtube, split double cradle
Rake 27.3°
Trail 4.4 in.

Front suspension type Tele-scopic fork
Fork tube diameter 43mm
Front wheel travel 12.0 in.
Rear suspension type ... Single-shock swingarm
Rear wheel travel 12.6 in.
Front brakes 9.4-in. disc
Rear brakes 5.1-in. drum
Front wheel 1.60x21 in.
Rear wheel 2.15x18 in.
Front tire 80/100-21 Bridgestone M-41
Rear tire 110/100-18 Bridgestone M-42
Claimed dry weight 223.8 lbs.
Certified wet weight... 248.5 lbs.
Overall length 86.6 in.
Overall width 32.5 in.
Overall height 48.0 in.
Wheelbase 59.1 in.
Fuel capacity 2.2 gal.
Ground clearance 13.9 in.
Seat height 37.4 in.
Colors Red
Retail price \$2698

the Yamaha is the easiest to start. The kickstarter is excellent and there is no chance of the rider smashing his foot or shin on the footpeg at the bottom of the stroke. Usually, about four kicks bring the Yamaha to life when

cold, or two when the engine is hot. It takes the Yamaha a long time to warm up and reach operating temperature, and in the meantime, the Yamaha is prone to fouling spark plugs — we had that problem twice.

Vibration, which has been a problem with the Yamaha in the past, is remarkably reduced. Engine noise is much more intense compared to the Kawasaki and Honda, since the Yamaha has cooling fins on the cylinder; the water-coolers, of course, don't.

The Honda is still hard to start, hot or cold. The kickstarter must be at the very top of the stroke before the rider kicks, or else the most the rider will get from the engine is a pop. The kickstart lever is awkward to use and a foot smashed on the footpeg is not uncommon. Once fired, the Honda produces a healthy, low, crisp tone compared to the Yamaha's ratty note. Of the three motorcycles, the Honda has the least vibration.

Starting the Kawasaki is also difficult, but at least the kickstarter has a better design than the kickstarter on the Honda; it's more like the Yamaha's kickstarter. However, it takes every ounce of the rider's weight on the kickstarter to crank the engine over. To reduce that problem, Kawasaki suggests using two head gaskets to lower the compression, making it easier to start at the expense of a horsepower or two. The KX sounds similar to the Honda, and has more vibration; the KX still vibrates less than the Yamaha.

Without a doubt, the Kawasaki is the horsepower king of the three, and that's evident the first time the throttle is twisted. The KX hits very hard down low, much harder than the Yamaha, and slightly stronger than the Honda. At midrange, the Kawasaki flattens out a bit, then picks up again on top. The Kawasaki's powerband is similar to last year's but hits harder off the bottom and has a bit more grunt in the middle.

The Honda's powerband is much smoother than with last year's CR, but the bike hasn't lost any horsepower. It still has excellent power off the bottom but doesn't have that explosiveness that many CR owners complained about last year; instead, the Honda comes on strong down low and pulls progressively harder and harder until topped out in fifth gear. The powerband is very easy to manage and very forgiving.

The Yamaha, on the other hand, doesn't have nearly as much power off the bottom as the Kawasaki or the Honda, but holds its own with strong midrange and top end. There is no burst of power when the throttle is twisted, but you do get a smooth, gradual supply of power that makes the Yamaha easy to ride. The YZ comes jetted a little on the rich side and sputters a bit at midrange, while the Honda and Kawasaki are jetted spot on. We fouled spark plugs on the Kawasaki and Yamaha, never on the Honda.

When it comes to second- and third-gear roll-on drag races, the Kawasaki proves it's the horsepower king; only the Honda gave the Kawasaki a run for its money, with both bikes coming on the pipe nearly dead-even. When the power did come on, the Kawasaki would jump to a one-bikelength lead by the time both bikes reached fourth gear. From then on, the two bikes ran evenly. The key to success on the Kawasaki is to keep plenty of weight over the handlebars so the front end stays close to the ground. The Honda has the same problem but is less drastic.

The Kawasaki ran away and hid from the Yamaha every time. The duel wasn't even close off the bottom; the Kawasaki would come on the pipe a shade quicker, then pull away to about two bikelengths before the Yamaha maintained even ground by fourth gear. Tapped out in fifth gear, the two ran nearly even.

The Yamaha/Honda drag was the closest match-up of the three. The Honda clearly has more punch off the bottom, but the Yamaha would noticeably gain on the CR in fourth gear, then trail the Honda by a wheel length the remaining way. There were times the Yamaha did beat the Honda, but that was because the Yamaha is more predictable off the bottom and the rider doesn't have to worry so much about the front end rising and having to back off the throttle, which had to be done on the Honda a few times, causing it to lose a drag by half a bikelength.

Despite having the most power of the bunch, the KX is by far the hardest to ride. Since the power is so explosive off the bottom, the Kawasaki is sometimes hard to keep under control coming out of the turns, or through tight and technical sections. As soon as the throttle is applied, the Kawasaki reacts instantly with a healthy dose of power put to the rear wheel, causing the front wheel to rise almost every time. This makes the KX hard to control and to keep on line, and in dry and hard-packed conditions, the back end gets really squirrely. Much of this has to do with the gear ratios. On dry, slick and hard-packed tracks, first gear is next to useless, because it is way too low, while second is too tall. If first gear is used, throttle control is very critical — a little too much throttle and the back end shoots out to the side as the rear tire spins. Second gear is so tall that the motor has a hard time pulling at slow speeds. If there is plenty of traction, the problem is non-existent. First gear becomes usable if needed.

Even though the Honda puts out almost as much power as the Kawasaki, the CR is much easier to ride with or without traction, and the



The KX is best for Intermediate/Expert riders because of its brute powerband and long suspension. In the right hands, the KX is very potent.

gear ratios are more in tune with the motor, making quick getaways a breeze in the turns.

The Yamaha is very deceiving because of its very smooth powerband. On the track, the YZ feels slow because the motor isn't a revver and lacks that explosive burst of power off the bottom. Instead, the Yamaha hooks up better than the Kawasaki and Honda by not wasting time spinning the rear wheel. What's really nice about the YZ is that it is very hard to stall the motor, which means the clutch hardly ever has to be used; the bike can be motored through the turns much easier. The Kawasaki, on the other hand, is very hard *not* to stall, so the rider always has to keep at least a finger on the clutch lever at all times in tight turns. Stalling the motor on the Honda was much less frequent than the Kawasaki.

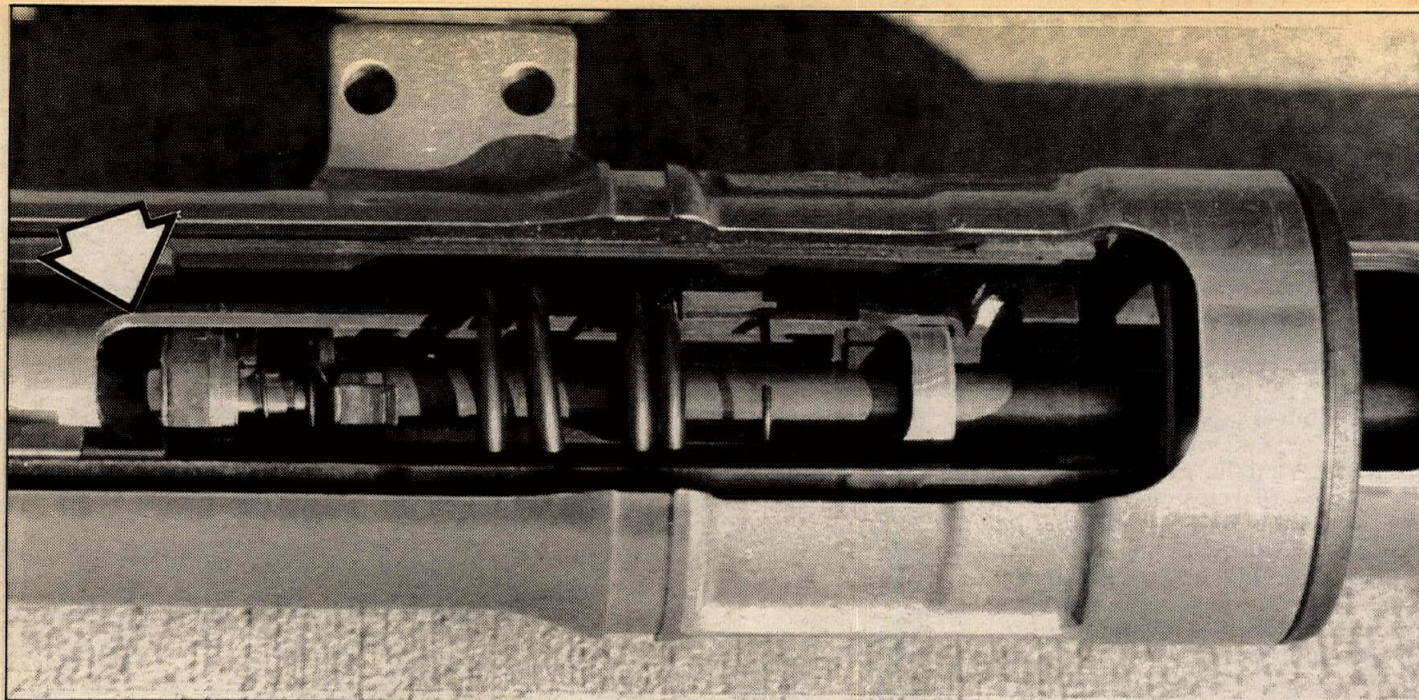
All three bikes have adequate suspension, but the Yamaha and Honda are the most improved. Even though last year's rear suspension on the Yamaha wasn't bad, it couldn't match

the suspension on the Kawasaki or the Honda. This year, however, the Yamaha has matched and slightly exceeded the Honda and Kawasaki. Unlike big-bore Yamahas of the past, the '86 YZ comes out of the crate set up a little on the stiff side, which would satisfy riders around 180 pounds. Anything under that, the Yamaha will beat the rider to exhaustion in a long moto. To soften up the Yamaha's forks, we changed the stock 15w oil to 10w, used 10mm less oil in each leg, backed the compression damping valve to the softest setting and cut the preload spacer down 2mm. In the rear, we went to a lighter spring and reduced the compression damping from stock by two clicks. These modifications made all the difference in the world for a rider around 160 pounds. Both front and rear suspension on the Yamaha is very good — the back end never kicked or swapped to the sides, but we could never quite get rid of a harshness over the small, squared-off bumps. Nonetheless, the Yamaha maintains

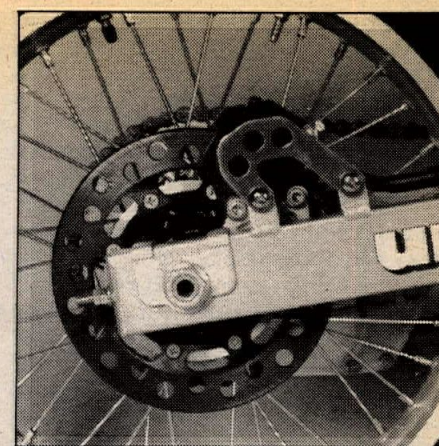
Motor:	Poor	Fair	Good	Very Good	Exc.
Yamaha					
Low end					
Mid range					
Top end					
Honda					
Low end					
Mid range					
Top end					
Kawasaki					
Low end					
Mid range					
Top end					

Certified wet weight (In pounds)	240	245	250	255	260
Kawasaki			250.5		
Honda			248.5		
Yamaha			251.0		

Suspension rating	Poor	Fair	Good	Very good	Exc.
(front)					
Yamaha					
Honda					
Kawasaki					
(rear)					
Yamaha					
Honda					
Kawasaki					



The arrow shows a cutaway view of the cartridge inside the CR's fork, which keeps air out of the damper unit.



Only the KX comes stock with a rear disc brake.

straight lines and feels very stable over all kinds of terrain.

The Honda has the smoothest suspension of the bunch right out of the crate and is much improved over the '85 CR. After breaking in the suspension in stock form, we reduced the preload on the shock to 95mm of sag and softened up the compression damping by a couple of clicks. On the forks, we backed the compression damping all the way out, then went back in (which Honda recommends) two clicks — that was it. Overall, this made the Honda smoother over the small bumps compared to the Kawasaki and Yamaha, while maintaining enough damping and preload to absorb the big stuff with minimal bottoming. Compared to last year's CR, the '86 is much more stable and doesn't swap nearly as much.

Right out of the crate, the suspension on the Kawasaki is race ready for a 170-pound rider. Even for a lighter rider, the KX does the trick. The ride over the small bumps is still a little rough, similar to the Yamaha's, but the Kawasaki is the most stable over huge, rolling-type whoops compared to the Honda and Yamaha. The forks were a little twitchy and shook over the little bumps when backing off the throttle, but shined over the rough stuff. The Kawasaki's suspension works best when pushed to the limit and the bike likes to be ridden hard and fast. This bike can't be ridden slowly.

When it comes to overall handling, including rider comfort, turning, braking, jumping and basic throwing around, the Honda easily takes the cake. The Honda is by far the most comfortable bike to ride, thanks

to its slimmer gas tank, comfortable handlebars, excellent controls (grips and levers) and good footpeg placement. The Honda feels lighter than the Yamaha and Kawasaki when thrown around in the turns and over rough terrain, while the Yamaha feels the heaviest. The tallest bike of the bunch is the Kawasaki and it feels that way on the track.

All these bikes turn quite well, but the Yamaha turns the best. It goes exactly where it is pointed and doesn't have the tendency to rise up too soon like the Kawasaki sometimes does. Another reason why the Yamaha does so well in the turns is because the rider never has to worry about stalling the engine. No matter how tight the turn is, the rider can leave the clutch alone and idle through a turn if he has to, while the rider on the Kawasaki has to use the clutch and coast through.

Slowing down for the turns was easiest on the Honda. A strong front brake and a powerful-but-controllable rear brings the Honda down from speed in a hurry and smoothly. The Yamaha has the strongest front brake of the three, but the rear was the weakest. The Kawasaki's dual disc brakes left us with mixed feelings. Although the front disc worked fine, the rear gave us headaches on some tracks, while leaving us pleased on others. The rear brake is very strong, too strong on dry, hard-packed or sandy tracks; combined with a light flywheel, we had constant problems with stalling the Kawasaki. On a sandy track, the rider has to completely forget about using the rear and rely solely on the front; that's almost the case on dry, hard-packed

ground. If there was good traction, the problem disappeared and the whole system worked excellently.

Lap times almost always favored the Honda on any kind of track. Of the three bikes, the Honda was always the easiest to ride, especially on hard-packed, dry-ground tracks, because the CR has such smooth power delivery and tracks very well. We took lap times on a hard, dry course with high-speed straights, many turns and small-but-bone-jarring bumps, and the Honda averaged almost two seconds a lap faster than the Kawasaki and just under three seconds over the Yamaha.

Moving to an extremely technical track that featured lots of sand, berms, tight first-gear sections, wide-open parts, hard-packed ground, whoops and excellent traction, the Honda and Yamaha were the fastest. On this type of track, the key to quick lap times was making the fewest mistakes. Here is where our tester and Beginner/Novice-level rider both preferred the Honda, and lap times backed up that preference. Even though our test pilot felt more comfortable on the Honda, his best single lap time was on the Yamaha, 1:58.12 to 1:58.92, while average lap times were nearly identical, 2:00.40 on the Honda and 2:00.38 on the Yamaha; his best time on the Kawasaki was 2:01.85 with a 2:02.27 average. The Beginner/Novice rider's best single lap time was 2:09.17 on the Honda with a 2:12.28 average; he was second-fastest on the Yamaha with his best being 2:12.25 and his average being 2:14.54. On the Kawasaki, the Beginner/Novice rider had a miserable time due to the explosive power and touchy rear brake. His

best time was 2:17.56, with an average of 2:20.27.

Both riders felt the Honda was the easiest to ride and more forgiving than either the Kawasaki and Yamaha. Both riders would be much happier on the Honda at the end of a long moto. The Kawasaki is strictly an Intermediate/Pro-level motocrosser, because it can't be ridden slowly; the Kawasaki works against a less-skilled rider and is quite a handful.

All three of these Open-class motocrossers from Japan are excellent motorcycles and are capable at winning in any class, but the Honda is the most capable and will please a wider variety of riders with its smooth but powerful motor, good suspension, precise handling and first-rate craftsmanship. A Novice rider won't have any problems managing the Honda around the race track and will be able to enjoy this motorcycle on the trail. The Intermediate/Expert rider will benefit from the Honda's potent motor and suspension.

The Kawasaki, on the other hand, will please a smaller group of riders — mainly the Intermediates and Experts. The Kawasaki works best when it's ridden hard and pushed to its limit; when it is, the KX is going to be tough to beat.

Like the Honda, the Yamaha will please everybody from Open Beginner all the way up to the Open Expert-level rider. But the Yamaha isn't as smooth as the Honda in many ways — the suspension is too harsh right out of the crate; jetting isn't as clean; it vibrates more, and the YZ isn't as comfortable. But, the Yamaha is much improved over last year's with its smooth powerband, five-speed transmission, good suspension and excellent turning abilities.

This is how we rate them:

Beginner: 1. Yamaha; 2. Honda; 3. Kawasaki.

Novice: 1. Honda; 2. Yamaha; 3. Kawasaki.

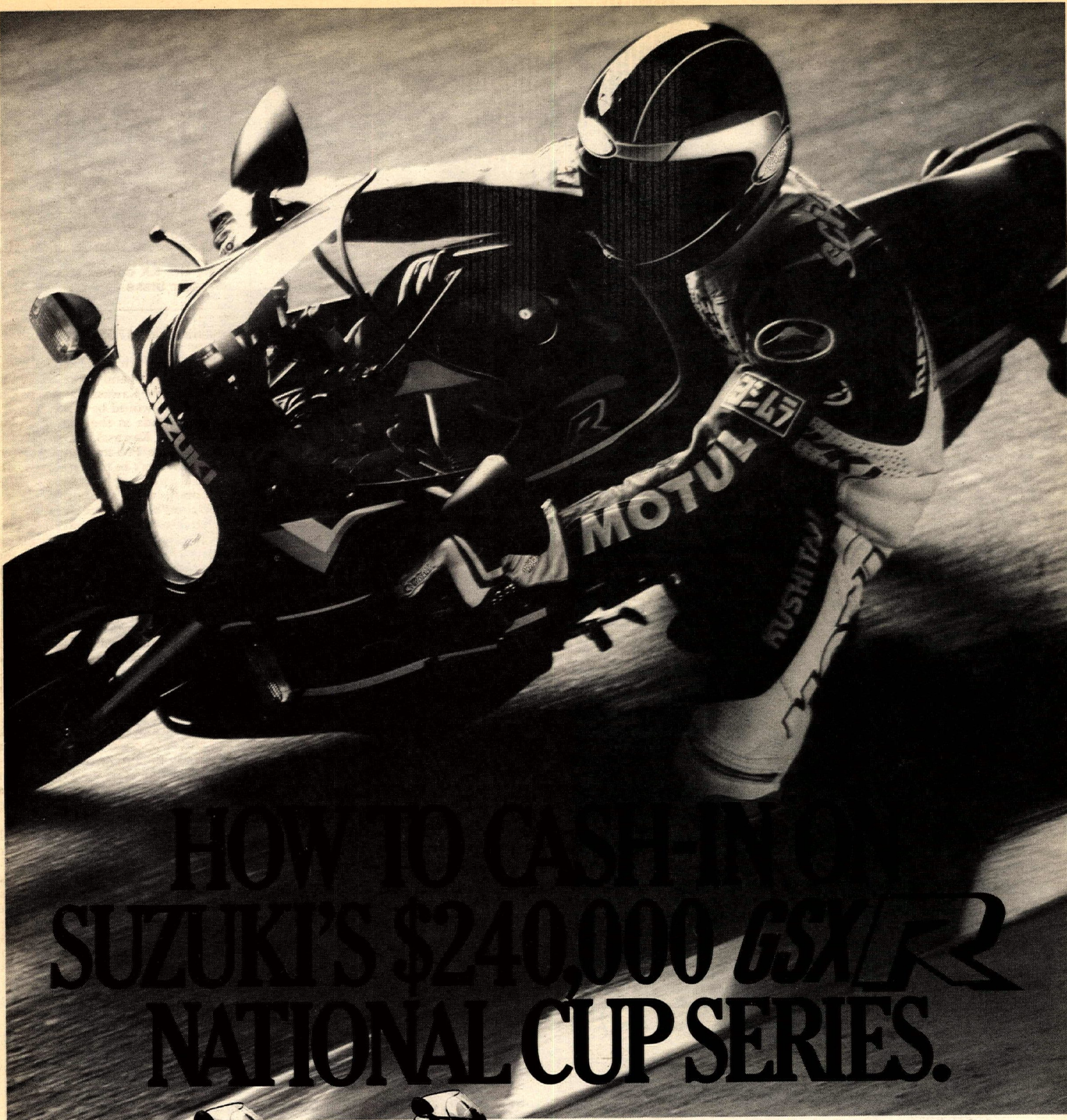
Intermediate/Expert: 1. Honda; 2. Kawasaki; 3. Yamaha.

Lap times: Five single best lap average

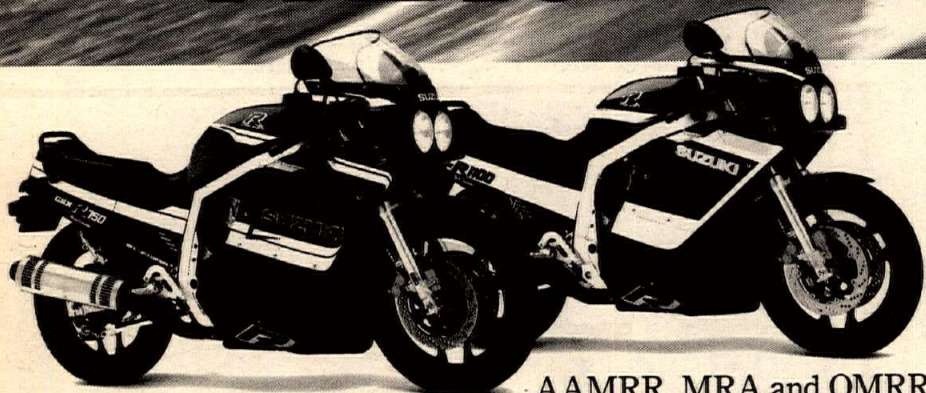
Minutes:	1:55	2:00	2:05	2:10	2:15	2:20
<u>Yamaha</u>						
Beg/Nov						2:14.54
Intermediate						2:00.38
<u>Honda</u>						
Beg/Nov						2:12.28
Intermediate						2:00.40
<u>Kawasaki</u>						
Beg/Nov						2:20.27
Intermediate						2:02.27

Lap times: Single best lap

Minutes:	1:55	2:00	2:05	2:10	2:15	2:20
<u>Yamaha</u>						
Beg/Nov						2:12.25
Intermediate						1:58.12
<u>Honda</u>						
Beg/Nov						2:09.17
Intermediate						1:58.92
<u>Kawasaki</u>						
Beg/Nov						2:17.56
Intermediate						2:01.85



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Publisher Sharon Clayton



(From left) Malcolm Wilson, Kit Palmer, Matt Hilgenberg, Ginger DeVaul, Trudy Ulrich, Bernadette Phillips, Paul Carruthers, Dennis Greene, Farren Williams.

Season's Greetings

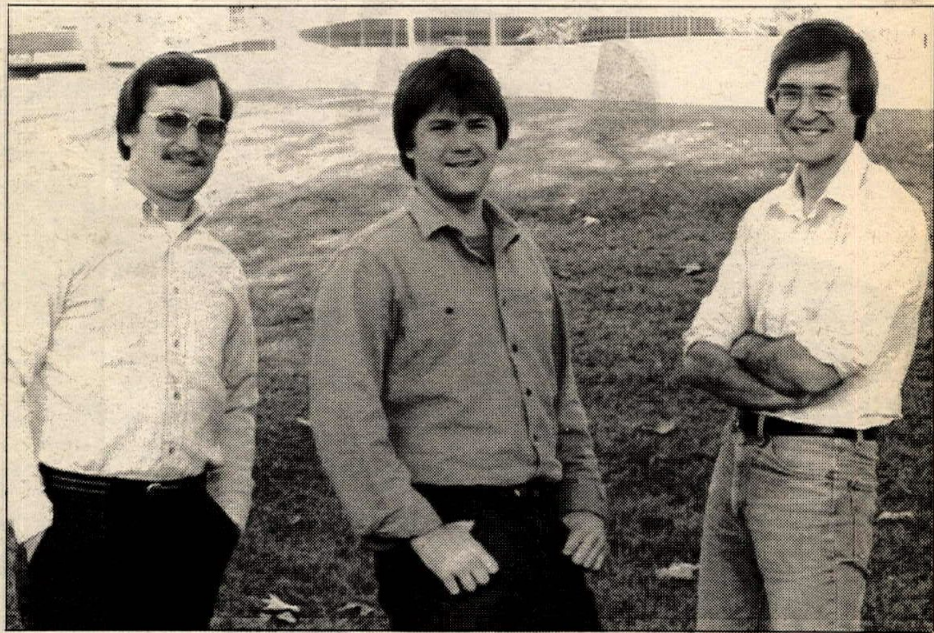
from the Cycle News staff



(From left) Lyna Hood, Circulation Manager Rheba Smith, Alma Angui-ano, Judy Klinger, Sarah Taylor.



(From left) Donna Bryan, Leonard Herring, Geneva Repass, Caroline Gendry, Fran Hamway.



(From left) Comptroller Mike Klinger, Associate Publisher/National Sales Manager Skip Johnson, Editor John Ulrich.



(From left) Linda Brown, Terry Pratt, Chris Aitcheson, Tim Ryan, Steve Gruner, Candy Hand, Mark Thome, Nancy Wastell.

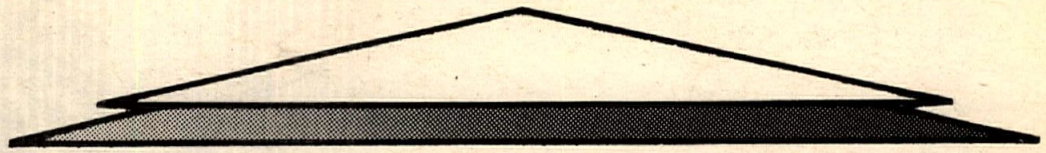


(From left) Carolyn Branham, Marion Hatashita.

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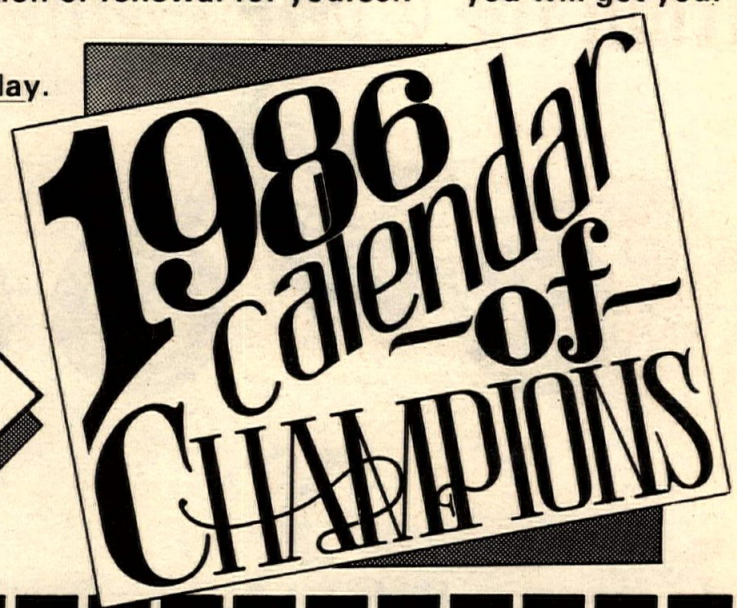
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PW50

Whoever receive,



YZ80



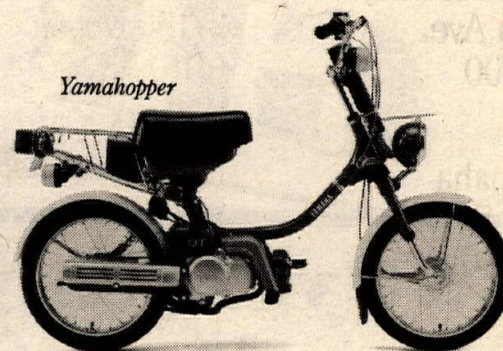
TT225



BW80



YFM80



Yamahopper



XT350



YZ125



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The Yamaha Christmas Store.

Caltrans claims bikes unsafe but provides no evidence

Motorcycles still excluded from carpool lanes

By Farren Williams

LONG BEACH, CA., DEC. 5

Using a loophole in federal law, the California Department of Transportation (Caltrans) has elected to exclude motorcycles from a test of carpool lanes now underway in

southern California on a 12-mile stretch of Freeway 55, between Routes 405 and 91.

Even though a 1982 federal statute ordered states to open HOV (high-occupant-vehicle, or carpool) lanes to motorcycles, Caltrans officials claim the inclusion of motorcycles in Freeway 55 carpool lanes during testing would create a safety hazard. On the premise of protecting public safety, Caltrans acquired a permit from the the Federal Highway Administration to exclude motorcycles from Freeway 55 HOV lanes during the one-year testing portion of the project.

Caltrans officials repeatedly told *Cycle News* that excluding motorcycles during the test was done purely for reasons of safety and provided lengthy rationalizations for the action, but state officials failed to provide any concrete evidence that it would be unsafe to include motorcycles in the test.

"The rationale for the request, during the demonstration phase of the project, was to give us a chance to evaluate the use of carpools in general," said Caltrans Senior Engineer Chuck Boyer. "We did not want motorcycles in the lanes. It's Caltrans position that motorcycles in HOV lanes are unsafe, relative to the 55 project."

Caltrans originally intended to exclude all motorcycles from HOV lanes during the test, but had to back away from a total ban when the California Highway Patrol refused to cite the operators of motorcycles with two persons aboard.

"The original intent of the request (to federal authorities) was to exclude motorcycles entirely, regardless of the number of passengers," said Boyer. "But the CHP said when there are two persons on a bike they are not going to cite. The CHP says two or more persons constitute a carpool (regardless of the type of vehicle) and they will not cite."

"We're comfortable with that," Boyer said. "It has to do with the definition of a carpool — there is consistency in that sense."

Joe Mariner, chief of the Caltrans Office of Motorcycle Operations, painted a grim picture of confused internal politics when asked to explain why motorcycles have been excluded from HOV lanes on state freeways.

"There is a concern on the part of some (Caltrans) district managers regarding the safety issue. You have to keep in mind that they are looking at operational issues and the overall philosophy of HOV lanes," Mariner said.

He added that district managers

often disagree on how to handle controversial issues, even if they receive direction from Caltrans headquarters in Sacramento. Many times district managers are left to make policy decisions on their own. In short, even if word came from the top to allow motorcycles in HOV lanes on Route 55, District 7 Caltrans officials could conceivably countermand the order or delay its implementation for an extended period of time.

"It's a typical government organization," said Mariner. "Headquarters says it should be done one way and the districts disagree. Unless someone else comes in, districts are given leeway to manage things as they see fit."

When asked why motorcycles are considered unsafe for inclusion in HOV lanes, Mariner said, "The specific concept is, since motorcycles are disproportionately represented in accident statistics, to allow motorcycles on HOV lanes would degrade the safety of HOV lanes. But even though the lane might be degraded, overall safety would be enhanced because you would be getting motorcycles out of stop and go traffic."

Mariner said it is incredibly easy for states to get a federal permit to exclude motorcycles from the lanes, although federal law insists they be included.

"In the exception clause (of the federal law), all they say is, if there is a safety concern among public officials in a state, that's all it takes (to exclude motorcycles). People around here have only to mumble a little bit about safety — that's all it takes."

Caltrans officials obtained federal permits to exclude motorcycles during testing of HOV lanes on both California Routes 55 and 91, and were issued the permits even though they made no promises to open the lanes to motorcycles at the end of testing periods, according to Mariner.

He said motorcycles were excluded during the one-year testing of an HOV lane on State Route 237, located near San Jose, and even though the test period is complete, motorcycles still have not been allowed to use the lane.

"It was opened in October, 1984 and the facility still is not open to motorcycles," Mariner said. "Technically, it should be open. A commitment was made by Caltrans to open the lane to motorcycles after the one-year period. It's probably going to happen, but it's probably going to have to come at the instigation of external influences. I think we will be opening it within a few weeks, but it's not going to be a simple task, like it should be."

"You have to remember that the

(Continued to page 25)

Stop the Rocks

By California Assemblyman Richard Katz

One of the most frustrating experiences a motorcyclist can face is the helpless feeling of being showered by debris flying from the top of a sand and gravel truck.

Aside from damage to motorcycles and automobiles, the traffic hazards caused by riders and drivers trying to avoid the wake of gravel trucks are a constant threat to a motorist's safety. In an attempt to circumvent the shower of sand and gravel, swerving vehicles are often as hazardous as the spilling materials.

The price tag to repair damages caused by airborne debris runs into the millions. Over \$60 million per year is spent by California motorists and their insurance companies on broken windshield glass alone. This figure doesn't include unreported damage to glass and paint left unrepaired or paid by the motorists themselves.

On many of the highways in California, rock showers have become a way of life. Statistics show that drivers will complain to the trucking company if the damage is severe. Most often than not, these complaints are met with either denials or excuses. If the victim can cite the time, location and the particular truck that caused the damage, there is a possibility that the transport company will take responsibility and pay compensation for the damage.

Are broken windshields and chipped paint facts of life? It would seem so. The powerful gravel truck lobbyists have successfully killed numerous attempts for the past 10 years to pass a law in California which would require covering sand and gravel trucks. There are 10 states, however, which *do* have strict load covering laws to ensure safety on their highways.

The trucking industry is still denying that there is a problem, and claims that covering their trucks would be too expensive. Of course, all the rest of us are now footing the bill for their negligence.

This year, as Chairman of the

Assembly Transportation Committee, I have taken up the fight to "Stop the Rock." I introduced AB2335, which in addition to stiffening the penalties for a violation, would require covering vehicles transporting sand, gravel or similar materials.

The issue has received more attention this year than it has before as AB2335 already has passed its first two Assembly committees. This has raised the expected opposition as the aggregate producers and trucking interests tune up their powerful lobbying efforts against the bill.

In support of AB335 are the California Highway Patrol, Consumer Advisory Council, the California State Automobile Association, Automobile Club of Southern California, Association of California Insurance Companies, the American Society of Safety Engineers, The American Motorcyclist Association, and many automobile enthusiast organizations. A groundswell of support is also developing among individuals with a common interest in safe highways and holding the line on insurance rates.

Realizing the growing support for AB2335, the sand and gravel industry recently issued a press release proposing to study the problem. The Legislature and the trucking industry have been studying the problem for 10 years, and motorists are continuing to pay millions of dollars in repair bills.

I need your help and the help of every motorist who has had the misfortune of dealing with the hazards, expense and frustration of damage caused by uncovered sand and gravel trucks.

In January, AB2335 will come to a vote on the Assembly floor. It will be the classic battle between a powerful *special* interest and the *public* interest. With your help, we can win.

You can "Stop the Rocks" by filling out the coupon adjoining this article and returning it to me. I'll make sure your voice is heard.

Stop the Rocks!!!

- Please list me as a supporter of **AB 2335**, which would require trucks carrying sand and gravel to be covered.

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Assemblyman Richard Katz
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TEN YEARS AGO

Yamaha signed 19-year-old **Bob Hannah** to a motocross contract following his successful streak in local southern California races. Hannah was set to begin his Yamaha ride with the AMA National qualifiers in Florida.

Camel cigarettes announced that they would be back in 1976 with a \$75,000 sponsorship package for the AMA Grand National Championship Series.

Local rider **Cliff Allison** won a cliff-hanger decision over the visiting **Mike Baeder** in the Lightweight GP road race class in Phoenix, Arizona, during the last of the series of races designed to qualify AMA amateurs for their day at Daytona. **Jim Vialovos** was the early leader before running into mechanical problems and handing the race to Allison and Baeder.

Marty Tripes won the International class at the World Championship Mini Grand Prix in Richmond, California. Second place went to **Gary Dring** with **Brad Lackey** taking the third spot in racing action that saw the big boys of motocross doing battle on minis. In the mechanics support race, **Kent Howerton's** mechanic **Eric Crippa** took the win over **Earl Lyons** and **Mike Hershma**.

Speedway ace **Bruce Penhall** won the Open Beginner class on his CZ at the American Motocross Club's motocross at Orange County International Raceway; Penhall won the final two motos after finishing fifth in the opener.

A story on 16-year-old **Randy Mamola's** fully-sponsored trip to New Zealand featured comments from his peers including a statement from **Ron Pierce** that said, "I don't think he's the U.S. Champion. Saying that is like selling the Brooklyn Bridge — it's a little bit deceiving."

Arlo Englund won both the Open and 250cc Support class at the SRAC State Open Championship Motocross in Colorado Springs, Colorado. Englund beat **Jack Todd** in the Open class and **Albert Firestone** in the 250cc class.

At the Cow Palace Speedway Championships in San Francisco, California, **Mike Bast** beat **Alan Christian** to win the Scratch Main on Friday night and beat his brother **Steve Bast** on Saturday night to win the indoor championship. **Lance King** topped **Harlan Bast** to win the Junior Speedway Championship.



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And a few useful *Rules of Thumb*.

The Houdini Rule Some riders pore over the literature

looking for The Big Trick, that breakthrough bit of motorcycle magic that will effortlessly put them one up on the rest of the pack. The Big Trick is an illusion. If there's going to be any Magic in your season, it will have to come from the way you ride. What you really need from your bike is reliable performance. Even a Great Machine can't Make You Win. But a not-so-good one can sure keep you from winning.

Don't look for Magic in your bike, look for Good Engineering.

The Grain of Salt Rule About the best way to determine how a bike will perform this year is to look back at how well it did last year. But be sure to check out how these Past Glories were achieved. Was success truly earned or did it surrender under an assault of heavy money? Did it take battalions of the world's best riders and hordes of support personnel to deliver the goods you're going to have to deliver on your own? **Take each manufacturer's competition budget and**

Continued...

...continued

divide it into your own. Dilute all victory claims by this number.

The Winds of Change Rule If you can't get reliable results information, or even if you can, take a good look at what has been done to the bike since last season's campaign. If the changes are small, the manufacturer is probably refining a successful machine. If the changes are major, he's probably re-designing a failure. Big New Features are tempting, but could blow your season.

Leave New Technology testing to the factories. You're a Privateer, not a pioneer.

Now that you know the Rules, here's what you should know about Can-Am for 1986:

The Can-Am Creed:

We never forget who we build bikes for.

You need two things to be successful at motorcycle competition. Ability and money. The proportions can vary. And having a lot of one does not lead inevitably to the other.

When the first Can-Am bikes exploded onto the scene a dozen or so years ago, they seemed a prayer answered for riders with lots of ability, but little money. Here was a motorcycle that was blindingly fast. Yet it delivered that performance with absolute bedrock reliability. You could actually spend your

time racing instead of wrenching. And your money on something besides engine rebuilds.

That's one aspect of Can-Am that has never changed. And while we've fine tuned our fat power curves over the years, what we've concentrated on was improving our handling.

The payoff for you is the new Can-Am bikes for 1986. The same incredible performance. The same bulletproof reliability. And now, with



their Quad Link II rear suspension, Grimeca disc brakes and remarkable new Marzocchi M1 front forks, it seems like they go where you want just by thinking them there.

While this kind of progress was taking place at Can-Am, most of our competition had a different task. The Search for Major Power. And, in that quest, reliability has all-too-often been left lying in the dirt.

Can-Am development has progressed from the point where it helped to have factory talent to ride our machines. Some of our competitors have proceeded to the point where you almost need factory money to maintain theirs.

From the privateer's point of view, the difference is significant: we haven't forgotten who we build our bikes for.

When we designed the Rotax* Automatic Variable Exhaust Valve into our liquid-cooled 250 MX L/C engine last year, what we had in mind was producing the fastest way around a motocross track.

A lot of Can-Am riders have the trophies that proved us right.

Not all 250 MX buyers had

It's not what you ride in, it's what you ride on.

the same idea. Some figured that the remarkable spread of low speed grunt to high speed pull our RAVE® valve made possible on the track, would be equally well-suited to the enduro course.

Their wisdom has provided more proof to drink champagne from.

As you'd expect, there are few Can-Am 250 ASE enduro bikes to be found running motocross. But many compete successfully in hare scrambles and desert races where their superb tractability turns pressure situations into pleasure ones.

Even the new-last-year Can-Am 200 ASE finds itself enjoying successes we hadn't planned for it. As well as its under-200 adherents, there are plenty of 250-class riders who appreciate its agility and balance enough to give away 50cc (but very little horsepower) for the privilege.

In 1986, things shouldn't be any less confusing. All three of these successful Can-Am bikes have been emphatically improved with the addition of Grimeca disc brakes, Marzocchi M1 forks, and a whole catalog of detail enhancements to make them go even



The Can-Am Test Bed:

Another glorious day in the laboratory!

There will never be a perfect motorcycle. But the closer ours gets, the harder it is to make better.

So, after the suspension designers and the engineers and the power specialists at Rotax have had their say, we really get down to it.

In our laboratory.

Obviously, the only place to develop a motorcycle is where our customers ride it. That's why, every year, our small but dedicated band of testers attacks the National Hare Scrambles circuit.

Hare Scrambles competition is the absolute worst of both worlds. It combines the speed and handling requirements of motocross with the punishment and manoeuvrability demands

of an enduro. And it offers us a tough, compact learning ground to find ways of improving our bikes this year. So that you don't find them next year.

Geoff Ballard, John Martin and Can-Am Product Manager Jeff Smith spend their week-ends riding their buns off all over the country.

Then they spend their weeks examining and analyzing the results.

Our goal is to learn, not to win. But look what's happening!

Last year, Ballard picked up the National Hare Scrambles title with Martin third, Jeff

Smith winning the Super Senior crown.

This year, at last report, John and Geoff had sewn up two of the top three places. And Jeff had taken Super Senior for the third straight year.

Are they doing something wrong? Or everything right?



The Can-Am Look:

A perfect way to show your true colors.

Can-Am riders are proud to be Can-Am riders. You can tell that by the way they go on and on praising their bikes to anyone who listens.

Or just by looking at their gear.

Geoff Ballard wears the new racing jersey and satin Cordura nylon pants. They both have "Can-Am" written proudly all over them.

John Martin is not wearing the nylon mesh vented Can-Am racing pants but the same Cordura pants as Geoff (in a smaller

size). And hiding behind John's waterproof nylon, lined Can-Am riding jacket is a 100% cotton Can-Am T-shirt. (The really excellent white leather boots are by Gaerne).

Your Can-Am dealer has all this neat stuff or he'll get it for you. And, like riding your Can-Am itself, it's not an expensive way to look good.



The Can-Am Commitment:

**No change
is too small
if it will help
you win."**



Twice World
500cc MX
Champion
Jeff Smith is
Can-Am's
product
manager.

"The reaction time of most big corporations is so slow you sometimes wonder how they can remember what it was they were reacting to.

"That's what I like best about the way Can-Am is structured. While we're part of a large international company, the way we work in the motorcycle division is ideal for the development of competition machinery.

"We have a nice, tight, easy-to-monitor racing program in the National Hare Scrambles series that lets us quickly evaluate contemplated changes. And our built-by-hand production line is pliable enough to immediately incorporate any changes we decide to make.



"This flexibility lets us put improvements into place that other manufacturers would consider too small to bring the wheels of industry to a halt for.

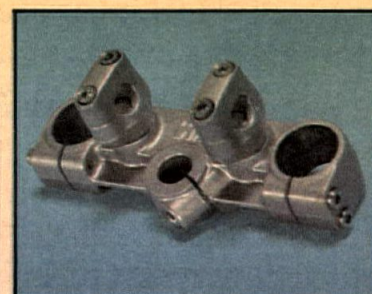
"But they're often big enough changes to make the difference between winning and losing for you.

"Here's a look at some of the improvements we're making to Can-Am motocross and enduro bikes for 1986."

1986 handling improvements:

"Last season, John Martin and Geoff Ballard rode a number of events using a remarkable **new fork design from Marzocchi.**

"This new M1 uses the right tube for compression damping. The left handles rebound control. Instead of



the usual compromise settings, each side can be set up individually for much better quality travel. By using appropriate oil levels and viscosity in each fork tube, the rider can custom tailor the action.

"This 42mm fork comes on all '86s. On the ASE's we're using it the way Ballard and Martin did... with

Continued...

ster, even longer.

So when you come to choose the bike for your field competition this season, don't let our model designations mislead you.

Just make sure you choose the performance and reliability of Can-Am. From there on, if it feels good, do it.



More Power to the Open-minded privateer!

Some people, once they get a taste of power, can never get enough of it. These people are called Open class riders and they come in many guises.

Those who come to Can-Am are no ordinary power freaks. These connoisseurs appreciate the quality of power as well as its quantity. And, year after year, Can-Am is good at finding more ways to satisfy them.

Take the 1986 version of our 500 MX. It has been treated to carefully considered exhaust port and pipe modifications that



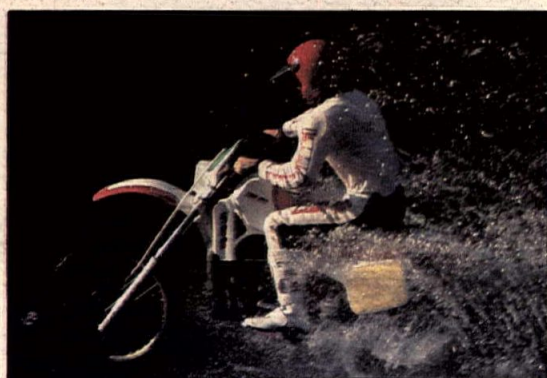
stretch out its fine, fat powerband and allow it to rev higher down the straight.

The Can-Am 500 ASE has also been refined. With exhaust development of its own, along with subtle carburetion modifications, its bottom end power delivery is now better suited to the depths of the forest.

And the Sonic 560 MX four-stroke. A broader overlap camshaft lets it start more easily and rev

more freely. And its new 38mm Mikuni flat-slide carburetor gives its power output a crisper edge.

Know, however, that the attraction of our 1986 Open class bikes goes well beyond these power refinements! Be aware of their



radically improved braking system using Grimeca front discs and a reworked single leading shoe rear.

Be impressed, too, by the remarkable, new Marzocchi M1 split-function forks. The Quad Link II rear suspension revisions. The deep-breathing, one-piece airbox. The new, large capacity roto-molded gas tank. And the

literally dozens of other improvements well-calculated to keep you in trophies.

Whichever of these Can-Am Open class machines you choose to compete on this season, you'll find the medicine you need to keep your craving for power under control.

After all, there's no better therapy than winning.

The Can-Am Rider:

**How do you tell the
privateers from
the factory team?**

A lot of people think that the more money you spend on competition, the more competitions you'll win. They're probably right.

The way most factory teams go to the races you can't help but be impressed. The mobile workshops. The well-drilled technicians. The riders who fly first-class from event to event.

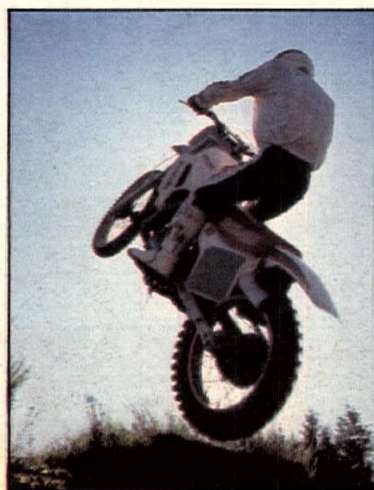
Our factory team is envious. With their rusted-out van and drive-there-and-do-it-yourself operation, it's hard to tell them apart from some Can-Am privateers. In both cases, though the competition budgets may not be big, the percentage of competition successes certainly is.

Our factory riders all but dominate National Hare Scrambles. And they've made a disproportionately loud noise in the National Enduro series. Can-Am privateers have

captured at least six State and District, as well as four Canadian Championships. Not to mention dozens upon dozens of more local successes.

Surely there's a lesson to be learned here: to be truly successful when you go racing, spend less money. But spend it on the reliable performance of Can-Am.

Somehow, we don't think the other factory teams would go along.



The New Can-Am 350 ASE:

An Open- class bike for 250 riders!

When you want to take on the woods with a vengeance, one of the three Open class Can-Am warriors shown above will equip you with all the tools you need to tromp the competition.

But a lot of enduro riders think that winning the Open class requires a more subtle approach.

Now Can-Am has crafted it for you.

Our new 350 ASE delivers the lighter weight, precise handling control and predict-

able power management you need to weave your way through the forest like a 250. Yet it offers the extra measure of torque and traction you need to take on long hills, loose dirt and deep sand.

Who did we have in mind when we designed our 350 ASE?

Open classers who think

the big bikes have grown too big for the riders.

250 riders who will admit they've grown too big for their bikes.

And especially for any rider who is looking for the best way to haul in a raft of overall wins.

The new Can-Am 350 ASE. The cleanest way through the trees.



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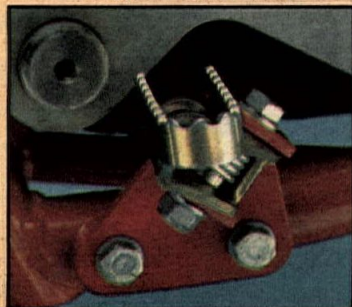
just a single spring on the damping side.

"Other handling improvements are more subtle in character but no less important in effect.

"We've realigned the **triple clamp** to put the bar clamps over the steering stem and moved the **footpegs** half an inch forward to concentrate more of the rider's weight on the front tire pressure patch for more precise steering.

"The **handlebars** themselves have been reshaped for maximum rider comfort. And we're using **softer rubber grips**.

"Working closely with White



Power, we've improved the single rear damper's characteristics, bike by bike, and made it easier to modify its action without demounting the system.

"As well, we've fitted all motocrossers and ASEs with the latest Metzeler MxR sand/mud tires for exceptional traction."

1986 braking improvements:

"All our machines are now equipped with the highly effective 240mm **Grimeca disc brake**. This is a self-adjusting, twin-piston hydraulic design. To the single leading shoe **rear brake** we've added a **return spring** and a **longer bushing** to the brake lever for more positive action, lengthened the **brake rod**, realigned all the **brake parts** and procured an excellent **lining material**. We can now offer Can-Am riders all the stopping power anyone could ask for."

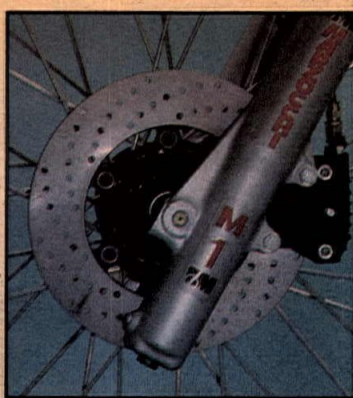
1986 performance improvements:

"As usual, the development team at our Rotax division has extracted still better performance from many of our powerplants.

"The **200 ASE** rotary valve engine, introduced last year as a development from our air-cooled 250, has had its cylinder ports reshaped, the exhaust quite radically, to produce more torque and more horsepower.

"The **560 MX four-stroke** has a new camshaft with increased timing overlap. It starts more easily. And the power range has been broadened further! We've also fitted the 38mm **Mikuni flat-slide carburetor** to produce sharper, cleaner response.

"Both the **liquid-cooled 250 MX** and the air-cooled **500 MX** have had their exhaust systems



carefully reworked. On the 250 this results in even more horsepower with no loss of torque. While the 500 now delivers a powerband that's been stretched further up the rev range.

"The **500 ASE** has also had its exhaust system improved along with carburetion modifications for a smoother bottom end.

"And, of course, there's the **350 ASE** engine. This is a configuration that, like the 200, was developed from the sturdy rotary valved 250 and will, I am sure, impress competitors with its well-balanced combination of torque, power and light weight.

"I should also mention the new one-piece airbox on all models that has been completely redesigned to provide better breathing, better drainage and easier maintenance."

1986 security improvements:

"I am of the opinion that the most important places for a manufacturer to make improvements to a motorcycle are the ones over which the rider has no control. You can compensate for a lot of factors through perseverance and riding skill. But when some small thing goes wrong that stops you dead in your tracks... well there's no excuse for it.

"So we've made many such reliability improvements for 1986. They include adding a **voltage regulator** to our ASE series to prolong bulb life and wiring the **tail light** safely *outside* the fender.

"We've improved the **odometer cable** and beefed up the **odo drive tabs**, upgraded all **hoses and clamps**. And we've improved **exhaust system** mounting with an extra lord mount on the pipe, an asbestos spacer under the number plate and an overall tighter fit of system components.

"And we've now gone to full **rim lock** devices for better inner tube protection."

1986 maintenance improvements:

"Can-Am motorcycles have always been designed to require minimum maintenance. That's one of the reasons they're so appealing to riders who do their own mechanical work. But when you *do* have to work on them, we try to make that as easy as possible too.

"In addition to making the rear damper adjustable while it's *on* the bike, we've also made it easier to remove it *from* the bike.

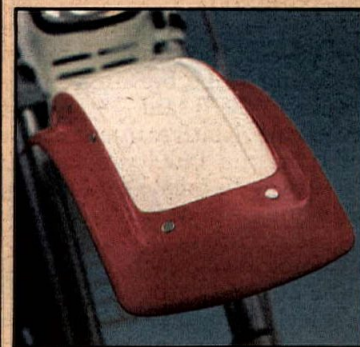
"We've made it easier to remove the rear wheel as well by affixing a tommy bar to one end of the axle.

"The air filter can now be got at on the enduro models just by removing a side plate.

"And the new roto-molded gas tank has a revised mounting system allowing fast removal and easy access to the workings beneath."

1986 heat-of-battle improvements:

"One feature enduro riders will



really appreciate is the wide flare we've added to the front and rear fenders on all ASE models.

"And the new seat will surely please all Can-Am riders in 1986. It's made from denser foam and we've fully reworked the under-seat intake path to allow us to use *thicker* foam as well."

"The list of Can-Am improvements for 1986 doesn't end with the seat. There are also a number of even finer detail improvements that emphasize our obsession with reliability.

"But we don't know any other way to keep moving towards the perfect privateer bike."



The Can-Am Trials Bikes:

New, go-slow technology!

Can-Am introduces two Trials instruments designed to push back the frontiers of the Science of Riding Control.

Our improved 240 and our new 300 feature tough, lightweight, high-tensile fabricated aluminum frames and swingarms; White

Power-based rear monoshock suspension with 178mm travel; a shorter wheelbase and a smaller steering head angle for tighter turning; as well as a towering 315mm of ground clearance.

Add in Marzocchi forks, Michelin tires, Akront rims, Bosch ignition, Amal carburetors and the precise power delivery of our Rotax engines and you're ready to take on the impossible with confidence.



TRIALS	240	300
Engine:	234cc	276cc
Bore:	72mm	76mm
Stroke:	57.5mm	61mm
Transmission:	6 speeds	
Sprockets:	13T/40T	
Seat height:	73.6cm (29")	
Wheelbase:	130.2cm (51 1/4")	
Clearance:	315mm (12.4")	
Steering head:	25.75°	
Weight (dry):	87.3 kg (192 lbs)	89.1 kg (196 lbs)

TECHNICAL DATA

MODELS	MX SERIES			ASE SERIES			
	250 MX L/C	500 MX	560 SONIC MX	200 ASE	250 ASE	350 ASE	500 ASE
ROTAX ENGINE							
DISPLACEMENT	248 cc RAVE valve	482.3 cc	562 cc 4-stroke	199.3 cc	248.4 cc	276.7 cc	482.3 cc
BORE	72 mm	85 mm	89 mm	64.5 mm	72 mm	76 mm	85 mm
STROKE	61 mm	85 mm	79.4 mm	61 mm	61 mm	61 mm	85 mm
COOLING	Liquid	Air					
IGNITION	Kokusai CDI		Nippondenso CDI	Motoplant CDI			Bosch CDI
LUBRICATION	Premix 40:1	Premix 25:1	Oil pump	Premix 40:1			Premix 25:1
CLUTCH	7 plates	8 plates		5 plates	6 plates		8 plates
TRANSMISSION	5 speed			6 speed			5 speed
CARBURETOR	Mikuni VM-34	Bing 40 mm	Mikuni 38 mm Flat-slide	Mikuni VM-34			Bing 40 mm
AIR FILTER	Twin air foam						
SPARK PLUG TYPE	Bosch W300TZ	Bosch W275TZ	NGK D8ES	Bosch W300TZ	Bosch W275TZ		
ENGINE SPROCKET	14 T	17 T		14 T	15 T		18 T
CHASSIS							
WHEELBASE	151.1 cm (59.5")						
SEAT HEIGHT	94 cm (37") Safety seat						
GROUND CLEARANCE	35.5 cm (14")						
FUEL CAPACITY	10.2 L (2.76 U.S. gallons, 2.25 Imp. gallons)						
WEIGHT, DRY	98.88 kg (218 lbs.)	109.77 kg (242 lbs.)	114.55 kg (252 lbs.)	100.9 kg (222 lbs.)	102.96 kg (227 lbs.)	103.64 kg (228 lbs.)	111.5 kg (246 lbs.)
SUSPENSION, front	42 mm, M1 Marzocchi						
TRAVEL	300 mm (11.8")						
SUSPENSION, rear	White Power; compression and rebound adjustable; Quad Link II progressive reaction system.						
TRAVEL	320 mm (12.6")						
SWINGING ARM	Heat treated aluminum						
FRONT TIRE	Metzeler 3.00 x 21						
REAR TIRE	Metzeler 120 x 90 MxR	Metzeler 130 x 90 MxR		Metzeler 120 x 90 MxR		Metzeler 130 x 90 MxR	
STEERING HEAD ANGLE	28°						
BRAKES, front	240 mm Grimeca disc						
BRAKES, rear	140 mm single leading shoe drum						
CHAIN	Regina RC 520						
REAR WHEEL SPROCKET	46 T	44 T	46 T				
ALL-MODEL FEATURES	Primary kick starting. Akront rims. Reynolds 531 tube frame. Quick detach rear wheel with snail cam chain adjustment. Quick service airbox. Unleaded fuel.						
ASE SERIES FEATURES	Kickstand. Resettable odometer. Muffler/spark arrestor. Enduro lighting.						



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Caltrans

(Continued from page 22)

motorcycle issue, from the department's standpoint, is one little gnat on the back of the elephant," he said.

Ted Berg, head of the Caltrans ridesharing program, said the inclusion of motorcycles during the test not only would increase traffic congestion in the lane, but also would offer a hazard because motorcycles are basically, "an unsafe mode of transportation."

"HOV lanes are seen as a strategy to relieve traffic congestion — we're not going to be building any more freeways," Berg said.

"The legislative intent is clearly stated in the law," he said. "The intent was to create and economize buses and carpool lanes for increased vehicle occupancy. When we introduce motorcycles, what are we doing to the bus and carpool program?"

"I feel if you take motorcycles out of lane splitting and put them in the bus and carpool lane it would be safer for the motorcycle," said Berg. "But what does it do to the safety of the carpool lane? If you encourage motorcycle use, what does that do to safety? Motorcycles are a more dangerous mode of travel. We would be encouraging people to use a mode of travel that is more dangerous."

"We're starting out restricting motorcycles from the lanes until it appears the lanes will work," said Berg. "Then we'll introduce motorcycles to the lane, or not, depending on what safety hazard will be created, thereby."

Motorcyclists who would like to comment on Caltrans' policy should write or phone: Director Donald Watson, Caltrans District 7, Room 100, 120 S. Spring St., Los Angeles, California, 213/620-3550; Caltrans Director Leo Trombatore, 1120 N. St., Sacramento, California, 916/445-3523; Joe Mariner, Caltrans Office of Motorcycle Operations, 916/323-2615 (at the Sacramento address listed above); or Ted Berg, Caltrans Ridesharing, 916/445-3087, (also at the Sacramento address listed above). Concerned motorcyclists should also write to their local Assemblymen and Congressmen.

Statler and toys

(Continued from page 3)

"Instead of always talking about the hazards of balloons to small children, why don't they talk redesign?" she asked.

The CPSC has issued no regulations on toy safety in six years, though Scanlon said a voluntary standard strengthening the safety design of mechanical toys will be issued in January. He said mandatory standards are not necessary because the toy industry is cooperative, and added he could not advise parents to avoid certain toys this Christmas because he is not aware of any compelling problem.

Amendments to the Consumer Product Safety Act four years ago limit the adoption of mandatory safety standards until voluntary standards have been tried.

Voices

(Continued from page 5)

of five racers will end their motorcycle career. Most of them will think they can make a comeback. I have only seen one rider make it back.

We helped one racer, and to this day I believe he could have been number one. This kid was 16 years old, fast, listened to coaching, and

had total style. He won every race he entered. He got into drugs and girls and he started to slump. Then problems started with sponsors and parents. We offered to help financially and to sponsor him if he could give it his all. He could not guarantee 100% commitment. After a year, he was ready to try again. Well to make a sad story short, during his comeback he had a few let downs, went back to drugs, and quit racing altogether.

The point of the matter is the best riders start out during their teenage years. This is a time for goals, heroes, and discovering. Also discovering drugs, girlfriends, boyfriends, partying, and peer pressure. Motorcycle racing is a serious, dangerous, and expensive sport. To make number one you need total dedication, proper nutrition, lots of practice, and training. You have to have your wits about you. Your body and mind need to be in shape with no distractions.

The factory pros were dedicated to racing in the beginning. A few may take drugs now, but they are already a paid factory rider. All they need to do is toot a few lines, and bail big time and their whole career can be ruined. In all major sports some drugs, mostly cocaine, are involved, but in motocross you are looking to get hurt if you are spaced out while racing.

No one can tell you not to take drugs or to party. The more a parent or sponsor says no, the more you will. The thing to remember is the people putting out time and money to make you make it, to make you win. To be tired on race day because of the night before or to be buzzing around the race track, is a let down to the people involved who want to see you win. Also it can be dangerous on the track. One good bail on the track can put you out of commission for months, then the factory will be watching the other guy.

If you must party, try to stay away from drugs. Remember, tomorrow is practice or race day. You need people who support racing, you, and everything involved with a racing career. You have to be in the best physical and mental condition to win.

A word in closing to anyone involved in the motocross sport, mechanics, sponsors, riders, etc. Motocross costs, and drugs and drinking can influence whether you or your rider can perform at his best. If you can't give your all, then don't waste the time and money of the people around you.

NANCY THEYS
Frazier Park, CA

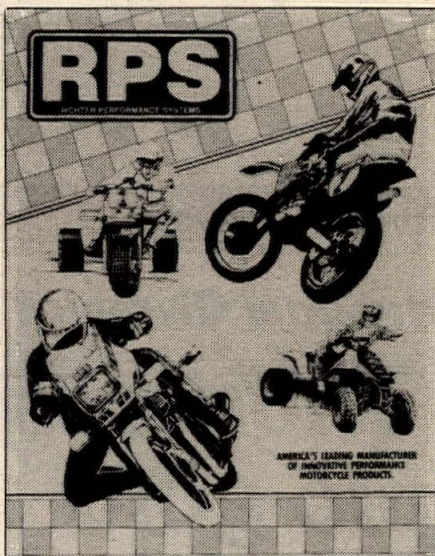
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catalogs

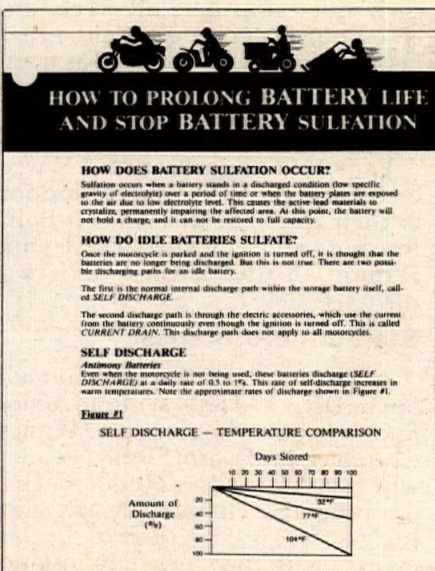


The line of Simpson helmets is presented in words and photographs in their latest brochure. For your copy, see your dealer or write to Simpson, Dept. CN, 22630 S. Normandie Ave., Torrance, CA 90502.



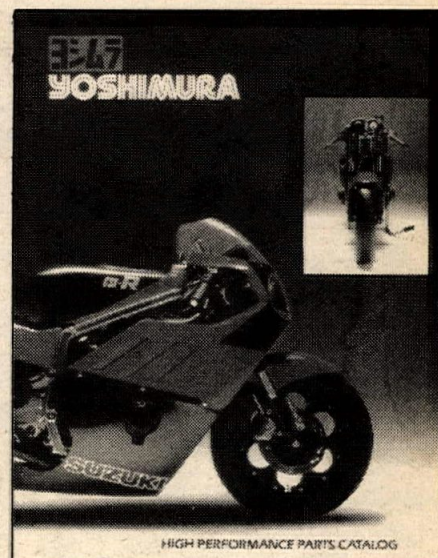
NEW MOTORCYCLE/ATV CATALOG FROM RPS

The RPS (Richter Performance Products) catalog is filled with motorcycle and ATV items ranging from exhaust components, hand air pumps and air fork kits to disc brake components, skid plates, safety wire kits and more. To order your copy, write to Richter Performance Systems, Dept. CN, 2850 E. 29th St., Long Beach, CA 90806.

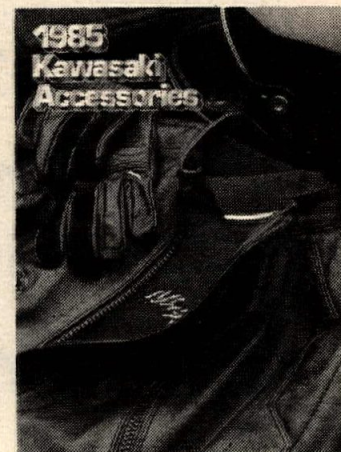


Yuasa General Battery Corp. is offering a free six-page brochure entitled, "How to Prolong Battery Life and Stop Battery Sulfation." The brochure

explains in easy-to-understand terminology how sulfation and discharge occur and what steps can be taken to prevent them from happening. To receive your free guide, write to Yuasa General Battery Corp., Dept. CN, P.O. Box 1262, Reading, PA 19603.



Yoshimura Research and Development of America's catalog consists of 20 pages of high performance items for street bikes, including exhaust systems, cams, pistons, carburetors and much more. The catalog also has a section devoted to ATV items. For your copy, write to Yoshimura Research and Development of America, Inc., Dept. CN, 4555 Carter Ct., Chino, CA 91710.



Kawasaki's 1985 Accessory Catalog features Kawasaki's complete line of accessories for the KLF/KLT/KXT ATVs such as covers, racks, and other assorted accessories as well as riding apparel. Available from Kawasaki Motors Corp., Dept. ATVI, P.O. Box 25252, Santa Ana, CA 92799.



The Hosking Cycle Works Motorcycle Publications Catalog for 1986 lists over 500 titles as well as an extensive collection of enamel pins. To get your copy, send \$1 to Hosking Cycle Works, Dept. CN, RFD #1, Box 136, Accord, NY 12404, 914/626-4231.



Lowell Thomson (60) won three out of four events at the Winter National Olympics in Florida; he didn't finish the hare and hound race.

14th Annual Winter National Olympics

Bradshaw, Thomson grab Olympic gold

By Mike & Anne Adair

GAINESVILLE, FL, NOV. 27-DEC. 1

Damon Bradshaw and Lowell Thomson topped a field of nearly 1400 combined rider entries from 36 states, Canada and Peru in the 14th running of the Winter National

Olympics at Gatorback Cycle Park. In Youth division action, Moto-X Fox/Yamaha/Barr's Competition-sponsored Bradshaw earned his second Transworld Bronze Boot Award.

Kawasaki Team Green/JT/DMC-supported Thomson was the winner of the new Scott USA Golden Goggle Award. Thomson, who won his 85cc age division last year, made an impressive jump to the Amateur division with only a DNF in the hare scrambles event preventing him from winning all four events. "Idaho is a long way from Florida, but this event is worth the trip," said a happy Thompson.

The Yamaha-sponsored, AMA-sanctioned event is unique in that it challenges riders to demonstrate their skill in four different forms of racing: stadium motocross, TT, hare scrambles and MX. Champions in each division received U.S. Savings Bonds and merchandise from Hannah Racing Products, Answer, Hi-Point, Scott USA, Wiseco, Lancer and Dunlop.

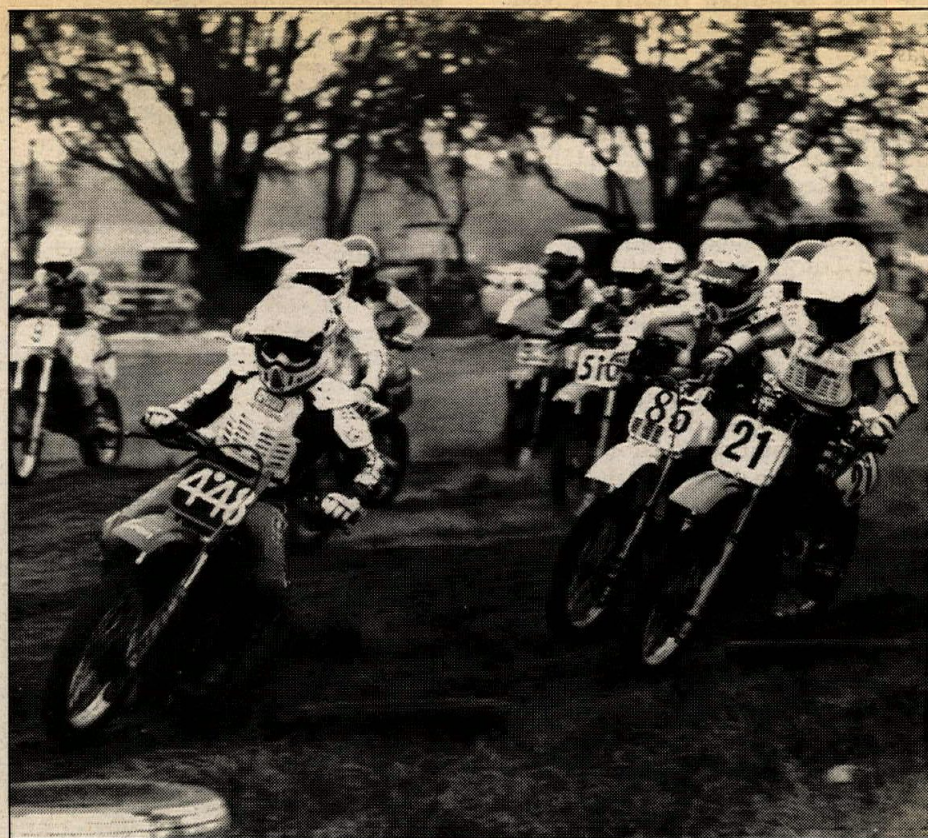
For this event, SuperSports' Bill West added a new combination TT/

short track and stadium-style MX circuit to his Gatorback facility. "By combining all the events at one location," said West, "riders can set up their pit, camp here all week, and enjoy our program even more than before. I have never received as many favorable comments on a change we've made in this program since we began the Winter Olympics."

Yamaha, Kawasaki and KTM were on hand to provide technical support to their riders. Scott USA, Hi-Point Racing, Lancer Leathers, Oakley and Dunlop also had representatives at the track.

Stadium Motocross

A miniature supercross circuit laid out by Drew and Kyle Wolfe of Action Sports opened the show on Wednesday under ideal warm Florida weather which prevailed throughout the five-day program. The existing MX starting gate was used in three of the four events, with two new grandstands providing 100% visibility of the action on two of the circuits. The hard lime rock surfaces of the stadium and TT tracks held their shape, and presented a fast and challenging course with



Brett Melton (448) leads Sean Thornton (21) and Brock Ballard (85) in a 85cc (7-11) MX moto. Melton won three out of the four motos.

tabletops and multiple jumps scaled down from full-sized supercross heights.

Georgian Ezra Lusk stalked his Kawasaki teammate Jeff Dement for one full lap before waltzing off with the 65cc (7-11) Stock final win. Dement's fellow Texan, Colin Edwards, took the 65cc Modified win ahead of Dement and Lusk.

In 85cc (7-11) competition, Californians Dennis Dahlin and Sean Thornton won their respective age divisions. "We both live near San Diego and have a lot of fun traveling to races and trying to beat each other," explained Dahlin. Scott Sheak and Brett Melton both led the pack before Dahlin won the Stock class, but American Elevator/Scott-sponsored Thornton make it look easy in the Modified race.

Former Olympic Champion Junior Jackson led both 85cc (12-13) events, but crashed on the multiple jumps, eventually withdrawing from the competition with a jaw injury. Kawasaki/Scott/JT-sponsored Hank Moree started his 1984 Bronze Boot defense with a Stock class win. However, 1983 Bronze Boot winner Bradshaw stayed in the point quest, with his Barry Black/Randy Bradshaw-prepped Yamaha leading the Modified class flag-to-flag. Connecticut rider Gene Naumec showed that it was not going to be an all-Carolina show by taking a pair of seconds and the 85cc (14-15) overall stadium trophy for Team Green.

Dennis Stephenson, a third San Diego charger, earned a win in the 85cc (14-15) Stock class, leading former Olympic class winners John Kitsch and Tim Lemire all the way. Stephenson said, "Kitsch is fast and I wish that we didn't live across the country from each other."

Floridian Jay Mann put his Kawasaki ahead of the Modified final, but Sean Dukes moved up and won after the two staged a super dice.

Pennsylvania Mike Jones rocketed to the head of the 125cc Expert class ahead of Brian McElroy, Ronnie Tichenor and Mark Melton. Former Winter AMA Mini Champion McElroy was pressed bar-to-bar by Tichenor until the pair touched and Tichenor went down, leaving McElroy all alone to win. "You can't afford a fall in this fast and short racing," said Tichenor, who was the

only previous two-time Bronze Boot winner. Mark Melton and Shaun Kalos moved up for the second and third place spots.

Arizona's Kalos worked on Tommy Watts in the 250/500cc Expert bash with Melton, Jeff Stanton, Tichenor and Mike Morris all in the hunt. Honda/Lancer/PJ-1-sponsored Kalos passed Watts, but the Kentucky rider refused to play dead and the pair put on a show before Kalos won. "We were as close as you can get without hitting each other," said Kalos.

"It was a lot of fun, but I would've rather been the winner," said Watts.

Californian Mike Craig put his John Hunter-tuned Scott/Maxima/Tony Smith-backed Yamaha ahead of the 125cc B class, leaving Lowell Thomson, Mike Himanek and Andy Michner to fight for second. "I just switched from the 80cc bikes two months ago," said Craig, "but I race with Lowell (Thomson) a lot and this is the first time I've been able to beat him."

Thomson romped to an easy win in the 250/500cc B division ahead of Michner, Eric Rettig and Todd Jones. Lowell Thomson Sr., said, "I'm no mechanic. Team Green's Jeff Chambers has been invaluable to us."

Pepsi-Cola-sponsored Jon Agin needed only one lap to dispose of Rich Machniak from the front of the 125cc Novice parade and led to the finish. Todd Adams won the 250/500cc C division, his Yamaha of Fayetteville/KSI-backed Yamaha leading every lap.

TT

Colin Edwards swept both 65cc (7-11) finals on Thanksgiving Day, having his tightest battle with Ezra Lusk and Jeff Dement in the Modified finals.

The 85cc (7-11) battle featured an east/west duel between New Yorker Scott Sheak and Californian Sean Thornton. Sheak and his Moto-X Fox Kawasaki led Thornton all the way to the Stock win, but Thornton evened the tally by putting his Hallman Kawasaki inside for the Modified win.

The two Carolina speedsters, Bradshaw and Moree, warred in the 85cc (12-13) Stock event. The pair usually compete in different age groups, but a change in this year's Olympic "birthday" moved the younger Moree up

PHOTOS BY MIKE AND ANNE ADAIR

one class. Bradshaw finally wedged by on lap five to earn a hard-fought class win.

Michigan's Brian Swink ruled the Modified final as Moree and Bradshaw dropped their machines then fought back from the rear. "Hank's wheel kicked over on the start and we both went down," explained Bradshaw, who managed to move up behind Tony Young for third at the finish.

Hi-Point/Barr's Competition-sponsored Bobby Jay Mann was smooth in the 85cc (14-15) races, running away with the Stock final win and then chasing down Stevie Childress to win the Modified division.

Mark Melton holeshot the 125cc Expert final and held it until Mike Jones carved a path through the pack for the win. Todd Dehoop bumped Melton out to earn third.

Jones found a new challenger in the 250/500cc A main, as Michigan's Jeff Stanton jammed by on his Hi-Point Yamaha.

Thomson staged an impressive double win, passing Mike Himanek for the 125cc B win and leading Andy Michner all the way to make the 250/500cc class his frosting on the cake. "I got a bad start on the 125," said Thomson, "but I caught Himanek and jumped inside him on the plateau."

Rich Machniak led every lap of the 125cc C finals, except the one that counted as fellow Michigan speedster Allen Horne put his Wheels of Oxford Yamaha ahead to win.

Hare scrambles

Dave Coombs, of Blackwater 100 fame, crafted another excellent cross country course in the adjacent clay pits, fields, and woods of Gatorback. The six-mile course would turn the tide in several of the point races and provided the most strenuous physical challenge of the five days of racing.

ISDE rider Kevin Hines, who was on hand to support the KTM 80cc debut, and compete in the 250/500cc class, said after riding the course, "It was rough, but very fast; like one long motocross circuit and it was really hard to come back from a poor start."

In the 65cc (7-11) race, Ezra Lusk and Colin Edwards were tied on points going into this third competition. Edwards, who led every lap in the Modified division, elaborated on his ride: "I landed wrong once on the gas tank. I'm glad I had a good lead so I could back off for a bit." Winner Lusk had to hustle to catch Mack Vander Beek in the Stock class.

Scott Sheak closed in the point tally on his Team Green Kawasaki teammate Sean Thornton by winning the 85cc (7-11) Stock class. Sheak said, "Brett Melton was ahead of me, but he went off in a turn and I got by." Georgian Brock Bullard blitzed the course for a Modified win ahead of Patrick Slate to stay in the championship point race.

Bradshaw held onto the 85cc (12-13) class lead with a Stock victory over the Yamaha-mounted Youngblood twins, Derek and Daryl. "My rear brake hung up," said Bradshaw, "by my lead held up through that extra pit stop." Moree had problems in the Modified heat and Michigan rider Brian Swink took over second in point with a class win.

Rhode Island's Timmy Lemire won the 85cc (14-15) Stock class for the second year in a row. Bobby Jay Mann lost the class lead with a DNF, explaining, "Sand got into the air box. It was very disappointing."

John Kitsch roosted the Modified division on his Barr's/Answer-supported Kawasaki to get back into the point chase with Dennis Stephenson.

Brian McElroy led Eric Yarnell

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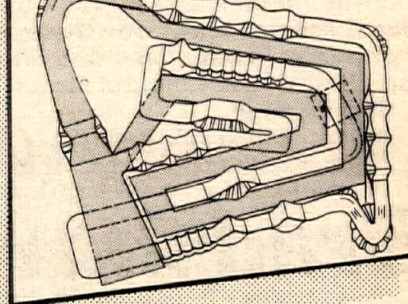
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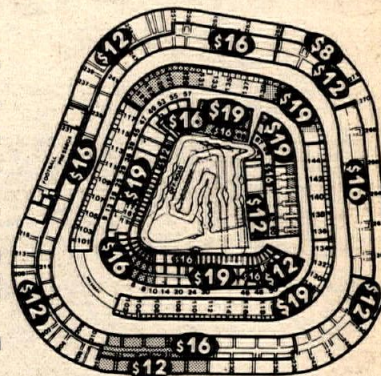
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Tommy Watts (2) and Shawn Kalos get close in the 125cc A motocross race. Watts took the win, Kalos finished third.

and Mark Melton to the 125cc Expert win. The Barr's Competition-sponsored rider said, "I hit a tree and looped it out, but the bike ran strong all day."

Tommy Watts won the 250cc Expert race, with the dramatics provided by a duel for second between Mike Morris and Mike Jones. Jones' second-place finish put him ahead of Melton for the point lead.

Thomson seized on the second lap of 250/500cc B action and Andy Michner took the class lead with a win.

Cycle Springs Yamaha/Hi-Point-sponsored Chris Marlin had his turn in the limelight with a romp to the 125cc B class win. "Everything went perfectly," said the dirty but happy winner. Mike Craig and Whisperin' Smith retired with a matched pair of broken arms.

Again led every lap of 125cc action to stay close to 250/500cc winner Todd Adams in the C point chase. "I had only planned to ride the MX," said Adams. "I'm glad that Tip Tipton and the Bradshaws talked me into riding it all."

Motocross

Gatorback's MX circuit provided the stage for the final showdown.

Lusk and Edwards settled their 65cc challenge with a wild four motos of up-and-down action. Edwards won a Stock moto, but Lusk held onto the point lead by splitting moto wins with Edwards in Modified action. "This will be my last race on the 65s," explained Edwards, who has recently signed a contract with Yamaha to ride 80cc bikes. Lusk's consistent riding earned him the 65cc Olympiad Championship and tied for the point lead in the Bronze Boot quest.

Honda/Hi-Point-sponsored Brett Melton had a field day, riding his Ed Melton-tuned mount to three 85cc (7-11) moto wins and the class MX championship. Sean Thornton upset Scott Sheak and took the 85cc Olympic award back to the West Coast. Thornton, after collecting his six-foot trophy, said, "The Team Green guys put a lighter spring in my shock. It was just what I needed out there today."

Brian Swink led one lap of 85cc (12-13) Stock competition, but Bradshaw blitzed the field for the win. Moree had more bike trouble in the

Stock class, but took second in the Modified event. Bradshaw said, "I got hit in the first turn and my throttle cable was torn. 'I'm sure glad it held together long enough to finish the moto.'"

Michigan rider John Van Sickle suffered a serious injury in his race and required hospitalization.

Nebraska rider Dennis Stephenson topped his 85cc (14-15) rival John Kitsch in the first Stock moto and was leading the second when a flat tire slowed his Kawasaki. "I was hitting the ledges and my feet kept coming off the pegs," explained Stephenson. Bobby Jay Mann lost ground after a pair of good starts in both motos. Kitsch slowed his Sharon Kitsch-prepped, Barr's-backed Kawasaki in the Modified motos, letting Stephenson have the class win to insure his second Olympic class championship.

Mike Jones and Mark Melton were a point apart in the 125/250cc Expert division. Winner Ronnie Tichenor and Tommy Watts stole the show in the opening 125cc moto with Jones edging Melton for third. Pretty Chris Bellora cheered for Jones as he held second in the final moto, but what the Pennsylvania rider really needed was gasoline, as his quest ended with an empty tank. Watts held off Tichenor and Stanton to win the class, but Melton owned the championship.

Stanton and Watts swapped wins in the 250cc class, Stanton taking the win and Watts the MX championship.

Thomson's hare scrambles DNF knocked him out of an overall Olympic division victory, but he twisted the throttle on his Kawasaki to the limit and won four motos in 125cc and 250cc B action, taking home the Scott USA Golden Goggles award. "I was worried in the first 125cc moto," explained a happy Thomson at the trophy presentation. "I got blocked in the first turn by some dude on a Yamaha and it took three laps to catch up."

Michner Industries/Dynamic/Scott-sponsored Michner rode his John Hunter-tuned Kawasaki to the 125/250cc B Olympic title, scoring a second on his 250cc machine.

Jon Agin and Todd Adams earned respective wins in the 125 and 250/500cc divisions, with Adams getting the nod as the Olympic Champion. "Getting support from Yamaha this year gave me a lot more confidence,"



Hank Moree (37) temporarily holds off Damon Bradshaw in the 85cc Stock 12-13 TT race. Bradshaw took the TT overall; Moree second.

explained Adams. Adams was a close second to Thomson in the quest for the Golden Goggles award.

Results

BRONZE BOOT AWARD: Damon Bradshaw (Yam).
GOLDEN GOGGLES AWARD: Lowell Thomson (Kaw).

OVERALL DIVISION WINNERS:

65cc (7-11) Ezra Lusk (Kaw).
85cc (7-11) Sean Thornton (Kaw).
85cc (12-13) Damon Bradshaw (Yam).
85cc (14-15) John Kitsch (Kaw).
125/250cc A: Mark Melton (Hon).
125/250cc B: Andy Michner (Kaw).
125/250cc C: Todd Adams (Yam).

STADIUM MX

65cc (7-11) STOCK: 1. Ezra Lusk (Kaw); 2. Jeff Dement (Kaw); 3. Michael Fann (Kaw); 4. Colin Edwards (Yam); 5. Cindy Cole (Kaw).
54cc (7-11) MOD: 1. Colin Edwards (Yam); 2. Jeff Dement (Kaw); 3. Ezra Lusk (Kaw); 4. Steve Olson (Kaw); 5. Mack Vander Beek (Kaw).
85cc (7-11) STOCK: 1. Dennis Dahlin (Kaw); 2. Brett Melton (Hon); 3. Brock Bullard (Yam); 4. Scott Sheak (Yam); 5. Sean Thornton (Kaw).
85cc (7-11) MOD: 1. Sean Thornton (Kaw); 2. Dennis Dahlin (Kaw); 3. Scott Sheak (Yam); 4. Brett Melton (Hon); 5. Brock Bullard (Yam).
85cc (12-13) STOCK: 1. Hank Moree (Kaw); 2. Gene Naumec (Kaw); 3. Jeromy Buehl (Kaw); 4. Daryl Youngblood (Yam); 5. Brian Swink (Kaw).
85cc (12-13) MOD: 1. Damon Bradshaw (Yam); 2. Gene Naumec (Kaw); 3. Brian Swink (Kaw); 4. Jeromy Buehl (Kaw); 5. Marty Vaughn (Hon).
85cc (14-15) STOCK: 1. Dennis Stephenson (Kaw); 2. John Kitsch (Kaw); 3. Timothy Lemire (Kaw); 4. Sean Dukes (Kaw); 5. Bobby Jay Mann (Kaw).
85cc (14-15) MOD: 1. Sean Dukes (Kaw); 2. Bobby Jay Mann (Kaw); 3. Dennis Stephenson (Kaw); 4. Rob Hanson (Yam); 5. Todd Neal (Kaw).
125cc A: 1. Brian McElroy (Yam); 2. Mark Melton (Hon); 3. Shawn Kalos (Hon); 4. Michael Jones (Kaw); 5. Jeff Stanton (Yam).
125cc B: 1. Michael Craig (Yam); 2. Lowell Thomson (Kaw); 3. Mike Himanek (Hon); 4. Andy Michner (Kaw); 5. T.J. Money (Kaw).
125cc C: 1. Jon Agin (Hon); 2. Gregory Adam (Yam); 3. Jason Coleman (Kaw); 4. Chris Jenkins (Hon); 5. David Curry (Yam).
250/500cc A: 1. Shawn Kalos (Hon); 2. Tommy Watts (Kaw); 3. Ronnie Tichenor (Kaw); 4. Jeff Stanton (Yam); 5. Mike Morris (Kaw).
250/500cc B: 1. Lowell Thomson (Kaw); 2. Andy Michner (Kaw); 3. Eric Rettig (Suz); 4. Todd Jones (Kaw); 5. Tracy Whaley (Yam).
250/500cc C: 1. Todd Adams (Yam); 2. John Hunter (Kaw); 3. Talmadge Wyatt (Yam); 4. Michael Fitzgerald (Suz); 5. Keith Bland (Yam).

TT
65cc (7-11) STOCK: 1. Colin Edwards (Yam); 2. Mack Vander Beek (Kaw); 3. Steve Olson (Kaw); 4. Michael Rann (Kaw); 5. Jeff Dement (Kaw).
65cc (7-11) MOD: 1. Colin Edwards (Yam); 2. Ezra Lusk (Kaw); 3. Jeff Dement (Kaw); 4. Steve Olson (Kaw); 5. Michael Fann (Kaw).
85cc (7-11) STOCK: 1. Scott Sheak (Kaw); 2. Sean Thornton (Kaw); 3. Brock Bullard (Yam); 4. Brett Melton (Hon); 5. Shane Hampton (Yam).
85cc (7-11) MOD: 1. Sean Thornton (Kaw); 2. Scott Sheak (Kaw); 3. Brock Bullard (Yam); 4. Brett Melton (Hon); 5. Shane Hampton (Yam).
85cc (12-13) STOCK: 1. Damon Bradshaw (Yam); 2. Hank Moree (Kaw); 3. Gene Naumec (Kaw); 4. Brian Swink (Kaw); 5. Jody North (Kaw).
85cc (12-13) MOD: 1. Brian Swink (Kaw); 2. Tony Young (Kaw); 3. Damon Bradshaw (Yam); 4. Derek Youngblood (Yam); 5. Jeromy Buehl (Kaw).
85cc (14-15) STOCK: 1. Bobby Mann (Kaw); 2. Dennis Stephenson (Kaw); 3. John Kitsch (Kaw); 4. Stevie Childress (Kaw); 5. Derrick Roe (Kaw).
85cc (14-15) MOD: 1. Bobby Mann (Kaw); 2. John Kitsch (Kaw); 3. Stevie Childress (Kaw); 4. Kevin Walker (Yam); 5. Aaron Yonely (Kaw).
125cc A: 1. Michael Jones (Kaw); 2. Mark Melton (Hon); 3. Todd Dehoop (Yam); 4. Ronnie Tichenor (Kaw); 5. Vince DeVane (Yam).
125cc B: 1. Lowell Thomson (Kaw); 2. Andy Michner (Kaw); 3. Gary Burdette (Hon); 4. Michael Craig (Yam); 5. Mike Himanek (Hon).
125cc C: 1. Allan Horne (Yam); 2. Rich Machniak (Kaw); 3. Scott Atwell (Kaw); 4. Steve Gardiner (Hon); 5. Mike Hale (Kaw).

Kalos (Hon); 5. Kenneth Bollmeier (Yam).
250/500cc B: 1. Lowell Thomson (Kaw); 2. Andy Michner (Kaw); 3. Kevin Hines (KTM); 4. Vick Dyer (Yam); 5. Eric Rettig (Suz).

250/500cc C: 1. Gregory Adams (Yam); 2. John Hunter (Kaw); 3. Talmadge (Wyatt (Yam); 4. Michael Fitzpatrick (Hon); 5. Brent Atwell (Kaw).

HARE SCRAMBLES

65cc (7-11) STOCK: 1. Colin Edwards (Yam); 2. Michael Fann (Kaw); 3. Tommy Kirk (Kaw); 4. Cindy Cole (Kaw); 5. Matt Harrell (Kaw).
65cc (7-11) MOD: 1. Ezra Lusk (Kaw); 2. Mack Vander Beek (Kaw); 3. Steve Olson (Kaw); 4. Ryan Reynolds (Kaw); 5. Jeff Dement (Kaw).
85cc (7-11) STOCK: 1. Scott Sheak (Kaw); 2. Jeff Curry (Yam); 3. Brett Melton (Hon); 4. Sean Thornton (Kaw); 5. Dennis Dahlin (Hon).
85cc (7-11) MOD: 1. Brock Bullard (Yam); 2. Patrick Slate (Yam); 3. Shane Hampton (Yam); 4. Billy Cantrell (Kaw); 5. Joshua Brown (Kaw).
85cc (12-13) STOCK: 1. Damon Bradshaw (Yam); 2. Derek Youngblood (Yam); 3. Daryl Youngblood (Yam); 4. Ryan Fenn (Kaw); 5. John Vansickle (Yam).
85cc (12-13) MOD: 1. Brian Swink (Kaw); 2. Jeromy Buehl (Kaw); 3. Tony Young (Hon); 4. Jody North (Yam); 5. David Bailey (Kaw).
85cc (14-15) STOCK: 1. Timothy Lemire (Kaw); 2. Derrick Roe (Yam); 3. Stevie Childress (Kaw); 4. Kevin Walker (Yam); 5. Chad Pederson (Hon).
85cc (14-15) MOD: 1. John Kitsch (Kaw); 2. Dennis Stephenson (Kaw); 3. Todd Neal (Kaw); 4. Aaron Yonely (Kaw); 5. Greg Derickson (Kaw).
125cc A: 1. Bryan McElroy (Yam); 2. Eric Yarnell (Suz); 3. Mark Melton (Hon); 4. Vince DeVane (Yam); 5. Greg Bowen (Yam).
125cc B: 1. Chris Marlin (Kaw); 2. Mark Decandia (Kaw); 3. Justin Otto (Yam); 4. Keith Johnson (Kaw); 5. Mike Himanek (Hon).
125cc C: 1. Jon Agin (Hon); 2. Mike Hale (Kaw); 3. Allen Horne (Yam); 4. Jason Coleman (Kaw); 5. Scott Boost (Hon).
250/500cc A: 1. Tommy Watts (Kaw); 2. Mike Jones (Kaw); 3. Mike Morris (Kaw); 4. Paul York (Kaw); 5. Sanford Buchalter (Kaw).
250/500cc B: 1. Andy Michner (Kaw); 2. Eric Rettig (Suz); 3. Tracy Whaley (Yam); 4. Mike Stahlman (Kaw); 5. Vick Dyer (Yam).
250/500cc C: 1. Todd Adams (Yam); 2. Talmadge Wyatt (Yam); 3. Jack Corder (Yam); 4. John Hunter (Kaw); 5. Tom Stanley (Suz).

250/500cc C: 1. Gregory Adams (Yam); 2. John Hunter (Kaw); 3. Talmadge (Wyatt (Yam); 4. Michael Fitzpatrick (Hon); 5. Brent Atwell (Kaw).

250/500cc B: 1. Lowell Thomson (Kaw); 2. Andy Michner (Kaw); 3. Kevin Hines (KTM); 4. Vick Dyer (Yam); 5. Eric Rettig (Suz).

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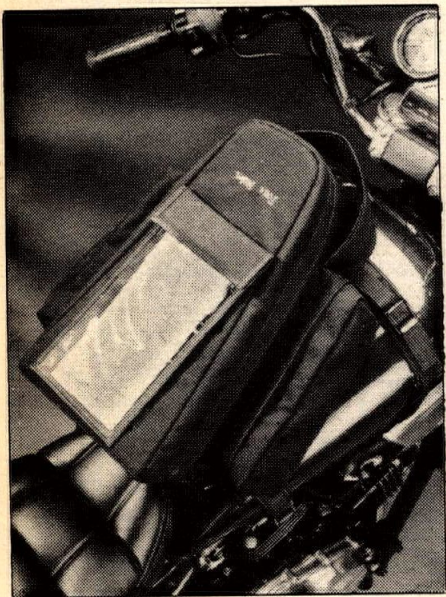
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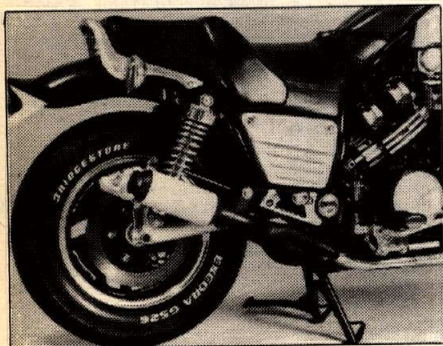
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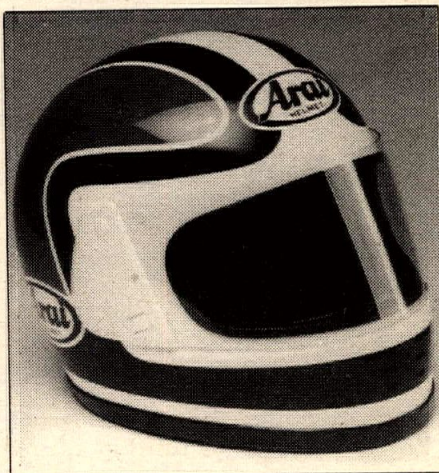
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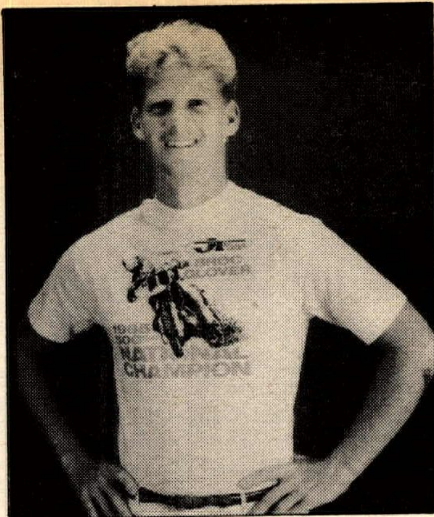
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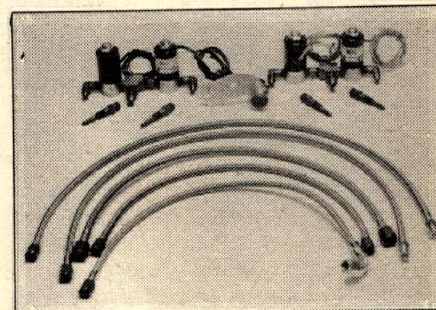
The White Brothers Race Pants sell for \$99.95 and feature nylon construction, stretch sides, hip/shin pads and leather reinforcement. The Team Jersey sells for \$17.95 and is made from cotton with silk-screened graphics. From your dealer or contact White Brothers, Dept. CN, 11750 Seaboard Circle, Stanton, CA 90680, 714/895-1991.



The TT-VZL helmet from Jeb's has a suggested retail price of \$189.95 and what they call "Pyramid Power Venting," a system claimed to distribute air throughout the helmet. Other features include hand-laminated fiberglass construction, Snell '85 approval and a chin guard spoiler. See your dealer or contact Cycle Line Products, Dept. CN, 27 Warren St., Hackensack, NJ 07601, 201/487-5577.



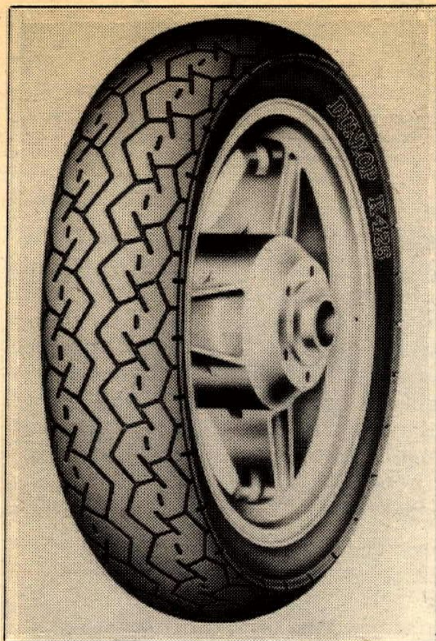
Schauer's model HR12C battery charger is a two-amp, 12-volt automatic unit which tapers the amperage to nearly zero as the battery reaches full charge, then supplies a small pulsating current to keep the battery fully charged. See your dealer or contact Schauer Mfg. Corp., Dept. CN, 4500 Alpine Ave., Cincinnati, OH 45242, 513/791-3030.



Orient Express Racing has a dual-stage nitrous oxide kit which consists of one system for a gain at low speeds and the other for use at high speed. The kit includes all tubing, wiring and brackets needed for installation. For more information, contact Orient Express Racing, Dept. CN, 375 W. Sunrise Highway, Freeport, NY 11520, 516/546-5232.



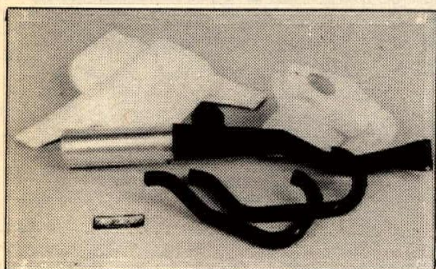
Yuasa's GRT (Gas Recombination Technology) battery is a maintenance-free, spill-proof, lead/calcium design which is claimed to offer enhanced shelf and operating lives as well as a high rate discharge current for easy starting. Check it out at your dealer or contact Yuasa-General Battery Corp., Dept. CN, P.O. Box 1262, Reading, PA 19603.



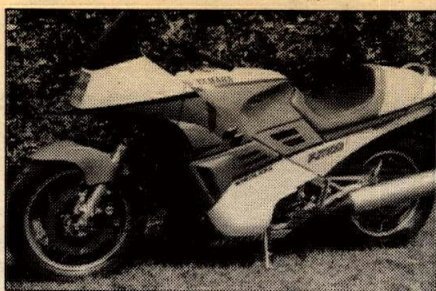
Dunlop's K425 tire is designed specifically for the rear of the Kawasaki Eliminator and comes only in a 160/80H-15 size with an H speed rating. See your dealer or contact Dunlop Motorcycle Tires, Dept. CN, P.O. Box 1109, Buffalo, NY 14240-1109.



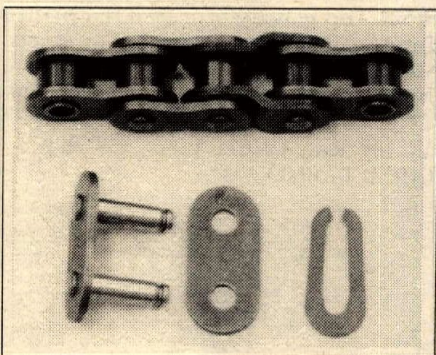
SuperLube is a multi-purpose lubricant in a Teflon formula that changes from a penetrating spray to a clear, protective grease after application. It's available in 4.5- and 11-ounce aerosol cans or three-ounce tubes, with retail prices ranging from \$3.99 to \$5.99. See your dealer or have him contact Slope & Associates, Dept. CN, P.O. Box 5449, Fullerton, CA 92635, 714/871-9118.



Pro Circuit's two-into-one exhaust system for the Husqvarna 500 and 510 four-stroke models sells for \$225 and also includes an aluminum silencer, new airbox assembly and flush-mounting side panels. Contact Pro Circuit, Dept. CN, 4212 E. LaPalma, Anaheim, CA 92807, 714/993-5400 for ordering information.



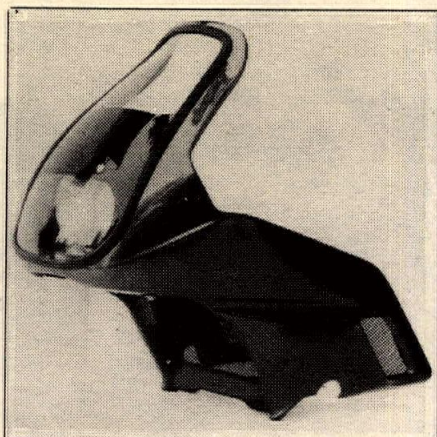
Windslicks fairing lowers are available for the Yamaha FJ1100 and feature construction of ABS plastic, factory-matched colors and a total weight of less than four pounds. The units sell for \$199.95 per set from your dealer or direct from Surface Explorations, Inc., Dept. CN, P.O. Box 1617, Palo Alto, CA 94301, 415/322-1200.



Designed exclusively for their 520 QR Pro Series Chain, this offset link kit from Tsubaki consists of a half link riveted at the factory to a three-pitch section of chain. The link installs with a semi-press-fit master link (included). See your dealer or contact UST, Inc., Motorcycle Div., Dept. CN, 12275 E. Slauson Ave., Whittier, CA 90606.



Kerker has a four-into-two-into-one K-Series exhaust for the Yamaha FZ750 which has a black header and aluminum silencer with an interchangeable baffle design for ease of tuning. Look for it at your dealer or have him contact Kerker, Dept. CN, 7900 Deering Ave., Canoga Park, CA 91304, 800/423-5246 or 800/382-3689.



Slater Brothers has Sprint fairings which have dual Cibie halogen headlights, color-matched high-gloss epoxy finishes and stainless steel fasteners. They come in full- and half-length versions for the Laverda RGA and Jota models as well as a half-length version for the BMW K100 and R models. Contact Slater Brothers, Dept. CN, P.O. Box 730, Kenwood, CA 95452, 707/833-2622.



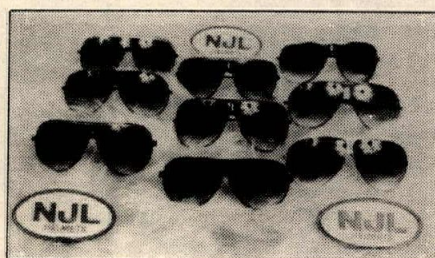
The T-617 Cold Weather Gloves from Thunderwear sell for \$32.95 and feature drum-dyed leather construction, Thermolite insulation and zipper pouch rain covers. Look for them at your dealer or contact Thunderwear, Inc., Dept. CN, 31736 "A" Rancho Viejo Rd., San Juan Capistrano, CA 92675, 714/240-0111.



Husky Products has O-ring chains which have solid rollers and bushings and are packed with specially formulated grease. The chains are available in 114- and 120-link sizes at your Husky dealer.



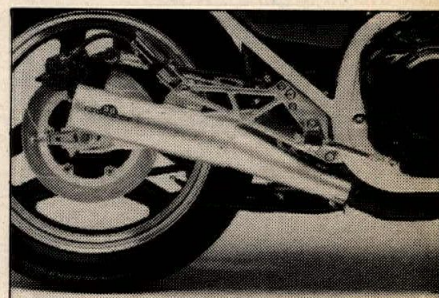
Pro Circuit offers a full line of suspension services and fork kits for most off-road bikes. Rear shock services include oil changing, revalving and rebuilding, along with an optional selection of springs. Fork kits from Simons and ATK are available for Honda, Kawasaki, Suzuki and Yamaha models, with a fork modification service also available for Husqvarnas. Contact Pro Circuit Racing, Dept. CN, 4212 E. LaPalma, Anaheim, CA 92807, 714/993-5400.



NJL's Eyewear line of engraved sunglasses have all-metal frames, impact- and scratch-resistant lenses, nose pads of pliable rubber and block-type hinges. Logos available include Honda, Kawasaki, Suzuki and Yamaha, each priced at \$12. See your local dealer or contact NJL Dist., Dept. CN, Box 88, Montpelier, ID 83254, 800/435-6387 or 800/847-1705.



The GM32-4A battery from GS Battery is a 12-volt, 11-plate model specified for use on many Harley-Davidsons, including the 900 and 1000cc XLH (1967-78), 1200cc FL (1965-82), FLH (1965-82), FLHF (1965-82) and FLF (1965-82). The battery is claimed to offer more reserve capacity and improved cranking power. At your dealer or contact GS Battery (USA), Inc., Dept. CN, 255 S. Paseo Tesoro, Walnut, CA 91789, 818/964-8348.



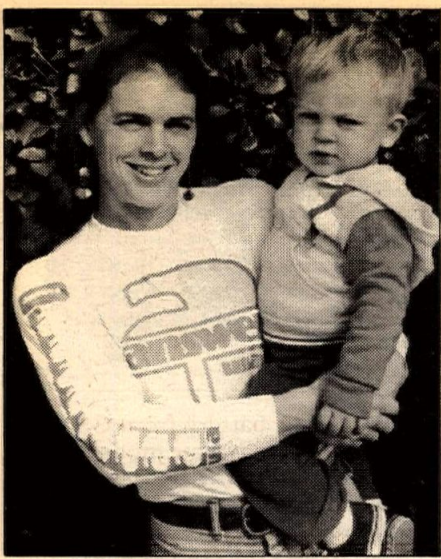
DG has hand-formed, brushed-aluminum RCM slip-on mufflers for all Kawasaki Ninjas as well as many Honda and Suzuki models. The mufflers sell for \$179.95 per set from your dealer or contact D.G. Performance Specialties, Inc., Dept. CN, 1230 La Loma Cir., Anaheim, CA 92806, 800/854-8052 or 714/630-5471.



O'Neal's Trak Pak 13000 gear bag has a capacity of 12,960 cubic inches and features nylon construction, double-stitched seams with PVC piping, two large central compartments, seven separate pockets and a reinforced bottom with plastic end studs. The bag sells for \$59.95 at your dealer or have him contact O'Neal U.S.A., Dept. CN, 9555 Owensmouth Ave., Chatsworth, CA 91311, 818/998-1049.



Pro Plates are impact-resistant polycarbonate plastic number plates custom-made to order with your choice of color, style and numbers. The numbers are hand-lettered on the back of a clear surface to prevent pitting and washing off. A standard 10 by 12-inch plate sells for \$19.95 or three for \$49.95 from Pro Plates, Dept. CN, 58 N. Broad St., York, PA 17403, 717/854-7286.



Dana Bell took first place in the Women's Expert division.

B-to-V

(Continued from page 7)

and waved at me, telling me to slow down," Bradley said.

Overall, Christman finished fifth; Gorgone claimed eighth and Bradley took 10th. Filling out the top 10 finishers were Open Expert riders Randy Rodriguez (sixth Open Expert, seventh overall), and Mark Zoller (seventh Open Expert, ninth overall).

Dana Bell of Long Beach, California won the Women's Expert competition on a Husqvarna 400WRX, much to the chagrin of last year's winner, Joanna Brownell of Canyon Country, California.

"I have no idea where I took the lead; hopefully at the start," Bell said. "The WRX pulls like a train. You just start the bike and hold on. I can't believe I finished first in the Women's class — I'm an enduro rider."

"The last section of the course was all rocks, just like an enduro course. I felt at home," said Bell. "I messed up the bike a little bit. I went down three times really good."

Brownell looked discouraged after the race, thanks to a flat tire that turned her early lead into a second place finish.

"The flat cost me the race," she said. "I was 20 minutes ahead, then I was in the pits 30 minutes fixing the flat. It happened before the second gas (stop)."

Other winners included Jim Fishback in the Open Expert Veterans class (he finished 11th overall); Bob Ashcraft in the Open Expert Seniors class (19th overall); Duane Summers in the 175cc Expert class (23rd overall); Billy Smith in the 250cc Expert Veterans class (25th overall); Matt Schweitzer in the Open Intermediate class; Tom Bradshaw in the 250cc Intermediate class; Larry Gordon in the 175cc Expert Seniors class; Troy Raynor in the Open Novice class; Steven Mitchell in the Open Intermediate Veterans class; Hans Giese in the 175cc Intermediate class; Lauren Tuohino in the 250cc Expert Seniors class; Rene Reese in the 250cc Intermediate Veterans class; Randy Carles in the Open Intermediate Seniors class; Arthur More in the 250cc Intermediate Seniors class; David Garner in the 250cc Novice class; Geoff Hamilton in the Open Novice Veterans class; Bryan Shannon in the Open Novice Senior class; Edward Larosche in the 175cc Novice class; Tom Marshall in the 250cc Vet Novice class; Denise de Vines in the Women's Intermediate class; Robert Nelson in the 250cc Novice Seniors; Fred Tervet in the 175cc Intermediate Senior class and Joseph Harris in the 175cc Novice Senior division.

(Results in Results Section)



Andy Saum earned top Expert honors at Central Arizona Trials, Inc.'s Roper's Raunch Observed Trial in Phoenix.

Saum styles at Roper's Raunch

By Daryl D. Drake
PHOENIX, AZ, DEC. 1

Yamaha rider Andy Saum dominated the Experts at Central Arizona Trials, Inc.'s Roper's Raunch Observed Trial after picking up only 31 marks in three circuits over the 11 tricky sections. His determined style showed in the Expert-only section, where he only dabbed once while most of his competition flailed. Also taking just one mark there was series points leader Greg Jones (Yam), who finished second with 69 marks. Lone Honda rider Bob Pennington was third with 73 marks.

No other Expert broke 100. Eric Schertz (Yam) took fourth with 121 marks, while Ron Saum (Yam) had a bad first loop to finish fifth with 132 marks. Jerry Bridges (Beta) really attacked each section, but finesse, not force, counts in trials, and he ended up with 139 marks.

Advanced riders had close scores, with Steve Dickson (Yam) earning the win with a score of 46. Mark Earl (Beta) was next with a 55. Greg Pascal and Bob Till, both on Yamahas, tied at 59, but Pascal took third with seven cleans to Till's six.

At 69 were two more Yamaha riders, Mike Carlton and Bruce Swarnor, with Carlton getting fifth with eight cleans.

In Senior trialing, Joe Crook (Yam) held off Joe Ige (Yam) for the Advanced win, while Robert Reese (SWM) took the Intermediate win over Gordon Underwood (Mon) and Mike Klatt (SWM). Senior Novice action saw Jim Barcus (Yam) put away Errol Montgomery with a 43-mark edge.

In the Intermediate class, Jerry Tate (Yam) was first with 31 marks, Shane Weckerly (Mon) second with 40 marks and Dave Montgomery (Yam) third with 47. At 58 marks, Don Gard (Fan) was fourth.

Ten Novices finished out the tricky layout. Doug Geshell (Yam) was first with 23 marks, Mark Konietzka (Yam) second with 26 and Will Terrick (Hon) third with 27. Only two Beginners

made all their loops, and Troy Reimer (Yam) beat Tim Wattier (Yam) with a 34 to 40 score. In the Junior class, David Klatt put away his competition with a 20-mark margin.

Results

EX: 1. Andy Saum (Yam); 2. Greg Jones (Yam); 3. Bob Pennington (Hon).
INT: 1. Jerry Tate (Yam); 2. Shane Weckerly (Mon); 3. Dave Montgomery (Yam).
ADV: 1. Steve Dickson (Yam); 2. Mark Earl (Beta); 3. Greg Pascal (Yam).
NOV: 1. Doug Geshell (Yam); 2. Mark Konietzka (Yam); 3. Will Terrick (Hon).
SR AD: 1. Joe Crook (Yam); 2. Joe Ige (Yam).
SR NOV: 1. Jim Barcus (Yam); 2. Errol Montgomery (Mon).
JR: 1. David Klatt (Yam); 2. Lee Pennington (Yam); 3. Kenny Bridges (Yam).
SR INT: 1. Robert Reese (SWM); 2. Gordon Underwood (Mon); 3. Mike Klatt (SWM).
BEG: 1. Troy Reimer (Yam); 2. Tim Wattier (Yam).

Glover goes at CMC Carlsbad

By Kathy Nemecek

CARLSBAD, CA, NOV. 29

Yamaha-sponsored Broc Glover took top overall Pro honors at the Continental Motorsports Club race at Carlsbad Raceway.

During the first moto's action, Glover easily nabbed the holeshot and avoided a pile-up at the first turn caused by the confusion of running the track backwards. Following Glover were fellow Yamaha riders Billy Frank and Ray Sommo. The three remained bunched up and ran away from the rest of the competition. On the fifth lap, Glover started a game of cat-and-mouse and let Sommo and Frank by on the Carlsbad uphill. During the rest of the moto, the three dived and traded places until the 10th lap, when Glover passed the two to take the checkers, with Sommo finishing second and Frank rounding out the top three.

It was clear sailing for Glover in the second moto, when he again grabbed the holeshot and pulled out all the stops to take the checkered flag 45 seconds ahead of the rest of the pack for first overall in the Pro ranks. The real battle, however, was fought for second place between Frank and Sommo. The two dived the entire moto but Sommo managed to hold off the hard-charging Franks and wound up with second overall. Frank held on for third place in the overall Pro class.

Mini class action saw Yamaha-mounted Jeff Grafton from El Cajon take holeshots in both motos and lead from wire to wire to take the overall Mini trophy. Behind Grafton, Kawasaki-mounted Ryan Addison, Honda rider Ty Baber and Richie Parrent on a Kawasaki battled for top honors in the Mini Junior class. Addison completed the day with 1-1 finishes for first overall in the Mini Junior class. Parrent and Baber traded finishing places with Baber being rewarded with a second place overall and Parrent rounding out the top three.

It was a Honda cakewalk as Deron Miller captured top honors in the 125cc Beginner class. After a bad start in the first moto, Miller fought his way through the pack to challenge Jamie Wells and James Osowski for first place. A seventh-lap pass by Miller secured him the first-moto victory, with Wells and Osowski behind.

Miller grabbed first place from the start of the second moto, even though rain had made the track slippery, for 1-1 moto finishes and first place overall. Wells secured second overall by virtue of 3-2 finishes while Osowski finished third with 2-3.

Victor Friedke, mounted on his ATK, won in the Vet Intermediate class, with Honda-mounted Roy Wescott grabbing second and Kawasaki-rider Miles Kuhn III edging in for third overall.

Results

500 PRO: 1. Billy Frank (Yam); 2. Jerry Jirkovsky (Hon); 3. Scott Larson (Yam).
250 PRO: 1. Broc Glover (Yam); 2. Ed Arnet (Yam); 3. Bryan Paquette (Suz).
125 PRO: 1. Ray Sommo (Yam); 2. John Conney (Kaw); 3. Tim Rutherford (Kaw).
500 INT: 1. Mike Hooker (Hon); 2. Marc Peters (Hon); 3. Bob Watson (Kaw).
250 INT: 1. Lee Bacon (Suz); 2. Mike Black (Kaw); 3. Loren Pochrowski (Kaw).
125 INT: 1. Kevin Maret (Hon); 2. Brian Bilew (Kaw); 3. Brett Manley (Hon).
500 JR: 1. Tim Brown (Hon); 2. Randy Schmidt (Hon); 3. Ron Douvas (Hon).
250 JR: 1. Michael Brown (Yam); 2. Lyle Ewashes (Kaw); 3. Jim Siart (Yam).
125 JR: 1. Shawn Slayton (Kaw); 2. Jim Bacon (Hon); 3. Luis Tirado (Hon).
500 BEG: 1. Ian Deffebach (Yam); 2. Shawn Craig (Kaw).
250 BEG: 1. Mike O'Der (Hon); 2. Gary Melnik (Suz); 3. David Rivas (Hon).
125 BEG: 1. Deron Miller (Hon); 2. Jamie Wells (Hon); 3. James Osowski (Hon).
MSTRS: 1. Alan Olson (Yam); 2. Jody Weisel (Suz); 3. Ken Diederick (Hon).
VET INT: 1. Victor Friedke (ATK); 2. Roy Wescott (Hon); 3. Miles Kuhn III (Kaw).
VET JR: 1. Dick Parrent (Hon); 2. Carl Ellert (Kaw).
MINI INT: 1. Jeff Grafton (Yam).
MINI JR: 1. Ryan Addison (Kaw); 2. Ty Baber (Hon); 3. Richie Parrent (Kaw).
MINI BEG: 1. Jeff Griffin (Hon); 2. Jonas Dunn (Yam); 3. Jarrett Austin (Kaw).

Olson flies high at Edwards CRC MX

By Bob Alloy

PALMDALE, CA, DEC. 1

Master Marvin Olson dominated a field of 36 Old Timer's MX Association riders today at the California Racing Club's motocross held at the rain-soaked sandy track at Edwards Air Force Base. Yamaha-mounted Olson won both motos, finishing with a half-track lead on Ron Way, who dominated the second spot with a 2-2 for second overall.

Expert Roland Thompson started midpack, but, by the third lap, Thompson shot into the lead to win moto one. George Sparing got off to a bad start, but recovered to gas his Husky into the second spot. Asker Laankjaer holeshot to lead the moto for one lap, but finished third.

Moto two saw Buzz Moeller blast into the lead for two laps, then Thompson took over for the next two laps. Sparing took the win at the checkered flag by powering over the last sandy jump and passing Thompson, who took second. Moller took third.

In the first Amateur moto, Wendell

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• **Cycle News**, September 4, 1985

"The Racebase is a sano-looking unit that makes good its boasts of being a complete race base. Since we've been living with the Racebase, we've come to rely on the system more and more."

• **Dirt Bike**, December 1985

"Racebase has proven itself to *Dirt Rider* as one of the most well-thought-out and intelligently designed motorcycle stands around. The Racebase blows everything else in its class away."

• **Dirt Rider**, October 1985

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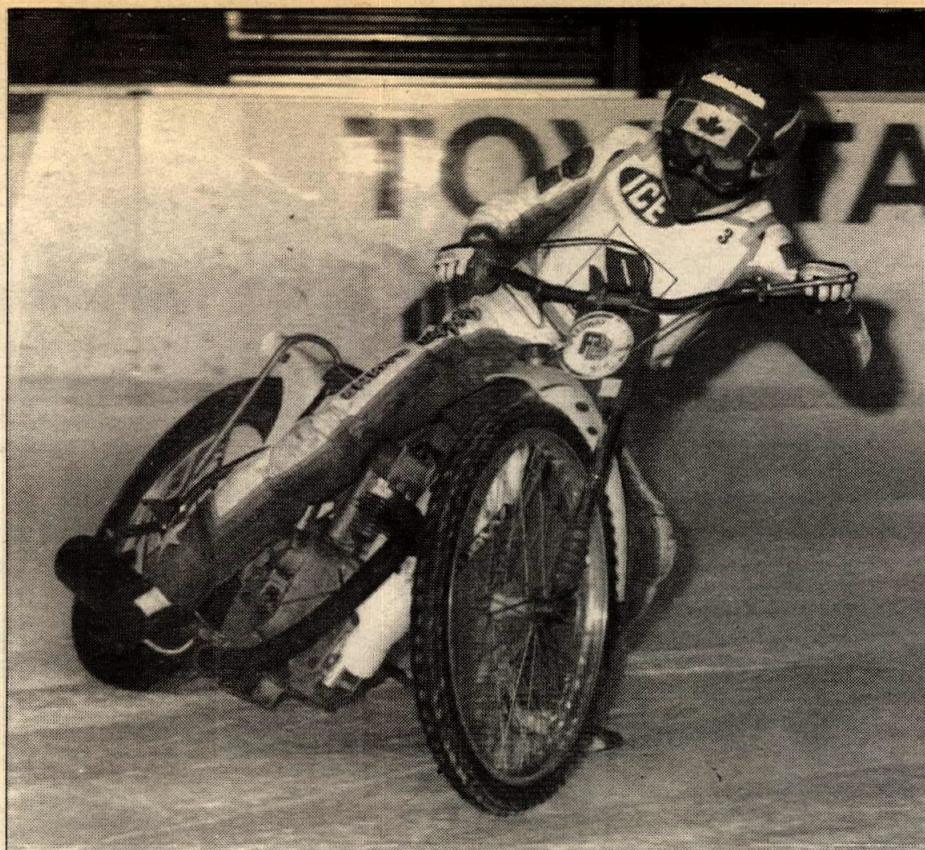


PHOTO BY SCOTT DALOISIO

Canadian Gary Ford won Friday night's Scratch main event at the Ice Speedway Championship at the Salt Palace in Salt Lake City, Utah.

Park powered his Honda into the lead and held it there for two laps, when Fred Collins slipped past Wendell and went on to win the moto four laps later. David Breetwok took second, and Cal Browning passed several riders to take third.

Moto two saw Bill Misener steal the holeshot for a wire-to-wire win. Ed Schiedler put his Yamaha into second and held for six laps to take second. Terry Pratt took third.

Novice Don Bourdeau powered his Honda 500 into the lead in moto one, going wire-to-wire to win the moto. Jack Allen powered his Kawasaki through the sand for second. Dwayne Boyer rocketed into the third spot.

In moto two, Dick Doyle started midpack but gassed his Maico into second. Dal Calais slipped his four-stroke Honda into third.

Novice B, John Turdo, blasted into the lead in moto one but Turdo decided to take a closer look at the sand, giving Larry Escamilla the lead to win the moto.

Moto two saw Turdo slip his Yamaha into winning gear going wire-to-wire to win the moto. Escamilla was second.

Results

MSTR: 1. Marvin Olson (Yam); 2. Ron Way (Hon).
EX: 1. George Spearing (Hus); 2. Roland Thompson (Suz); 3. Bob De Miranda (Hon).

AM: 1. Ed Schiedler (Yam); 2. David Breetwok; 3. Terry Pratt (Yam).

NOV: 1. Don Bourdeau (Hon); 2. Dick Doyle (Mai); 3. Dal Calais (Hon).

NOV B: 1. John Turdo (Yam); 2. Larry Escamilla (Yam).

Ford flies at the Salt Palace

By Scott Daloisio

SALT LAKE CITY, UT, NOV. 22

Scotty Brown of Massilon, Ohio scored a 15-point maximum in the qualifying events in the first night of action at the 1985 Suzuki North American Ice Speedway Championship at the Salt Palace at Salt Lake City, but even though he was perfect in the qualifiers, he wasn't the big winner on the night as Gary Ford of Waterdon, Ontario, Canada got the gate in the main and nipped Brown by two lengths at the checkered flag.

Brown and Ford were dominant all night in the first evening of competi-

tion, but they were strongly challenged by New York's George Lazor and Frank Watson from Pennsylvania. 1985 U.S. Speedway Open Champion Bruce "The Mongoose" Nelson from New York and Cincinnati's Jim Hedrick won the first two events before Brown and Ford met in event three.

Ford (Ontario Motorcycle Salvage/Marushin Helmets/Jackson Racing Honda Car Specialists/WebCam/A.B. Speedway Service) pushed his Weslake into the lead from gate four, but then had to watch as Brown blasted by at the end of lap one. Ford stayed close, but was forced to settle for second. Lazor ended the first round with an easy win.

Brown made it look easy again as he won event seven in a race that featured a nasty crash between Mike Cortese and Jeff Johnson. Bart Bast won event eight while Lazor stayed abreast of Brown by taking event nine. Nelson gated last, but managed to finish second when he passed Steve Martin on the final lap. Ford stayed one point behind the leaders by winning over Tom Burge in event 10.

Lazor saw his night turn to disaster in event 14. Ford led the race until it was stopped by a red flag, giving Lazor another shot. Ford again took the lead and was at the head of the pack when Johnson, the 1985 Southern California AMA Speedway Rookie of the Year, tried to pass him in turn four on the second lap. Johnson hooked up as he was going by and both riders crashed violently into the boards. Both walked away, but their machines were too damaged to continue; Ford took the rerun.

Brown then took sole possession of first by beating Nelson in event 15.

Ford made it look easy as he whipped the pack to take event 19.

Watson won a very important victory in event 21 over Gene Woods. The race had to be restarted after Watson, Bruce Curry and Nelson all crashed, with Nelson being kicked out for causing the mishap. Watson got up and just beat the two-minute clock before riding to victory.

Brown stayed perfect after out-dueling Mike Faria on lap one in event 22. Lazor, on Watson's Godden, ended up second.

Lazor then put Watson's Godden in the winner's circle in event 25 to earn his ticket into the main. Brown

closed out his rides in the qualifiers by winning event 26 over Watson, whose bike was in its fourth consecutive heat. Faria then again provided serious competition for one of the favorites when he battled with Ford in event 26. Faria hung tough until lap two, when Ford asserted himself and clearly took over the lead. Nelson also got by Faria, then plowed into the turn-one wall on lap three, giving second back to Faria, who was far behind Ford.

For the main event, it was Canadian Ford drawing the pole and he was off and into the lead at the rise of the tapes. He took Brown, who was out of two, wide in the first bend and that was all it took. Brown stayed close, but couldn't get the necessary traction to take the lead and was two bikelengths back at the checkered flag. Watson took home third-place money, with Lazor, unable to get used to Nelson's Godden, in fourth.

Results

MAIN EVENT: 1. Gary Ford (Wes); 2. Scotty Brown (Jaw); 3. Frank Watson (Gdn); 4. George Lazor (Gdn).

QUALIFYING POINTS: 1. Scotty Brown (Jaw) 15; 2. Gary Ford (Wes) 14; 3. George Lazor (Jaw & Gdn) 13; 4. Frank Watson (Gdn) 11; 5. Steve Martin (Jaw) 10; 6. (TIE) Bart Bast (Wes)/Brian Daily (Jaw) 8; 8. Bruce Nelson (Gdn) 7; 9. (TIE) Mike Faria (Jaw)/Mike Cortese (Gdn) 5.

Humber clinches Perris OTHG title

By Glenn Worrall

PERRIS, CA, NOV. 17

A second overall finish earned Greg Humber the Over The Hill Gang championship as the motocross season drew to a close today at Perris Raceway. Humber, who showed superb style throughout the year, took on all comers in the Expert division and managed to nab the number one plate while recovering from a broken wrist.

In the first moto, Mario Bastionell took the lead ahead of John White while Humber stalled his engine in the first turn to avoid tangling with Bastionell. Humber restarted and worked his way through the field to take over second from Honda-mounted White.

With Bastionell in sight, Humber again stalled his Yamaha and dropped to third, allowing Bastionell to cross the line first. White finished a close second. Bastionell and Humber traded the early lead in moto two, but Bastionell eventually took control and went on to take both the moto and first overall. Humber finished second and Ron Ryer (Yam) took third.

Suzuki ace Wiley Siezler nailed the holeshot in the first Intermediate moto to head Glenn Worrall and KTM Pilot Fred Kalmick. Kalmick charged second place on lap two, then slid out, allowing Worrall and Mark Webster to slip by. Webster moved into second, leading Tom Comstock and a tiring Worrall. Siezler stretched his lead to take the win while Webster held on to second. Comstock (Yam) ran away from the competition in moto two, taking an early lead away from Kalmick. Jose Rodriguez squeezed out Siezler to take third.

The last 'Gang' race of the year proved unlucky for Amateur rider Sal Squeo, who broke his ankle while challenging for the lead in the first moto. Early leaders Randy Klassen (ATK) and Husky-mounted Randy Wessels were caught offguard when Glen Cox swept around the outside in the first turn to push his 125cc Yamaha into the lead. Cox raced unchallenged and went on to an easy win with Wessels holding off Honda pilot Carlos Marin for second spot.



PHOTO BY LEE DENLINGER

Joey Schlag (1) leads Dennis Ostman in Pro action at Sand Hill in Brentwood.

Klassen led most of the second moto but could not hold the hard-charging Marin, who took both the checkered flag and first overall.

Results

EX: 1. Marino Bastionell (Hon); 2. Greg Humber (Yam); 3. Ron Ryer (Yam).
AM: 1. Carlos Marin (Hon); 2. Glen Cox (Yam); 3. Randy Klassen (ATK).
INT: 1. Tom Comstock (Yam); 2. Wiley Siezler (Suz); 3. Jose Rodriguez (Yam).
NOV: 1. Dan LaMere (Suz); 2. Kent Johnson (Yam).

Schlag captures Pro title at Sand Hill

By Lee Denlinger

BRENTWOOD, CA, DEC. 1

Joey Schlag (Contra Costa Honda) powered his 500cc Honda to capture the all Pro class wins at Sand Hill today.

Racing with broken brake shoes in the first moto, Schlag diced with Yamaha rider Devon Joos on the first two laps. Then Honda hot-shot Rick Mythen made his move on the third lap, picked off Joos, and breathed Schlag's exhaust fumes for the rest of the moto.

Schlag lunged out of the gate in the second moto, getting a clean hole-shot, but was closely pursued by Joos and Yamaha rider Dennis Ostman. It was a wide-open field as Yamaha rider Terry Bostard came from fourth to second place during the first lap.

It was the horsepower of Schlag's 500cc versus the maneuverability of Bostard's 125cc as they stretched out over the jumps and slipped around turns for position. Then on lap seven, Ostman opened his throttle to pass Bostard and held on to finish second behind Schlag, who took the overall Pro class win.

Kawasaki rider Darren Galleyler narrowly edged out Honda rider Jack Azevedo for the 250cc Intermediate class title. Azevedo jumped out of the gates to grab the holeshot, chased by Yamaha rider Tony Peixoto and Galleyler. Galleyler cut to the inside on the downhill turn, passing Peixoto in the middle of the first lap. It was a dogfight as Galleyler and Azevedo duked it out for the next five laps. Then in a push-off after an uphill jump, Galleyler edged past Azevedo. Galleyler maintained his narrow margin to take the win past the checkers.

In the second moto, Galleyler got excellent field position out of the gates and it looked like it would be a runaway ride until Azevedo and Peixoto started to reel him in. With less than a lap to go, Galleyler only maintained a three-second lead, with Azevedo and Peixoto dicing for second. Leaving the combatants behind, Galleyler stretched out his lead as he passed the checkers to take the win.

Results

80 BEG: 1. Justin Ownbey (Suz); 2. Tyler Patten (Yam); 3. Tyrone Farley (Yam).
80 JR: 1. Matt Firman (Yam).
80 INT: 1. Dale Rayzor (Hon).
125 BEG: 1. Yon Manorgian (Suz).
125 JR: 1. Jeff Landgraff (Hon); 2. Anthony Farriera (Kaw).
125 INT: 1. Jack Azevedo (Hon).
250 BEG: 1. Jeff Harris (Hon); 2. Don Tofft (Kaw).
250 JR: 1. Randy Oksde (Hon); 2. Jeffery Lowell (Yam); 3. Bill McDevitt (Yam).
250 INT: 1. Darren Galleyler (Kaw).
OPEN BEG: 1. Andrea Balso (Hon).
OPEN JR: 1. Ken Small (Hon); 2. Randy O'Kady (Kaw); 3. Mark Hector (Hon).
VET SPTSMN: 1. Melvin Tremin (Yam).
VET INT: 1. Bruce Winfree (Hon).
VET MSTR: 1. Russ Daley (Suz).
OT INT: 1. Max Goode (Yam).
OT MSTR: 1. Dick Mann (Hus).
PRO: 1. Joey Schlag (Hon); 2. Dennis Ostman (Yam).

Carlos best at Baylands GP

By Mike Vancil

FREMONT, CA, NOV. 17

New Professional Allve Carlos played it cool and easily won both 30-minute-plus-one-lap motos at Bayland's Raceway Park today. In each, he came from about fifth place at the crossed flag halfway signal to move steadily up through and past his competitors.

Riders were lined up along the straightaway fence and had to run to their propped-up machines, start them and turn 90° to get on the course. Quickest of the runners and owner of the fastest-starting machine was Joe Macchiarella (Hon). His leads in each leg lasted only about 10 minutes, until Dean Brooks (Hon), Jason Rawlinson (Hon) and Gary Jaehne (Kaw) reeled him in.

The hardest ride was turned in by young Rawlinson on a 125, as he was running several times in third-place overall in the late stages of the moto. The Junior class rider will be a new Intermediate class rider in 1986, and he said he will definitely be ready for the riders in that class.

Comeback ride of the long day was turned in by Mike Lane (Hon) in the Veteran Master class. His first-moto crash and leg injury nearly prevented him from finishing. Though tired and very vocal about requesting a longer delay in the start of the second 30-minute leg, he reached down into reserves and came up with more effort and stamina. His overall victory in the class capped another fine season for the popular rider.

Riding beyond his previous best performance was Veteran Intermediate Gary Jaehne, today riding as a 250cc Junior. Spotting the competition nearly 20 years is not the everyday situation in motocross, but this was not an everyday-type of motocross. Jaehne was in contention for the overall throughout the two seg-

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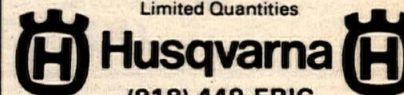
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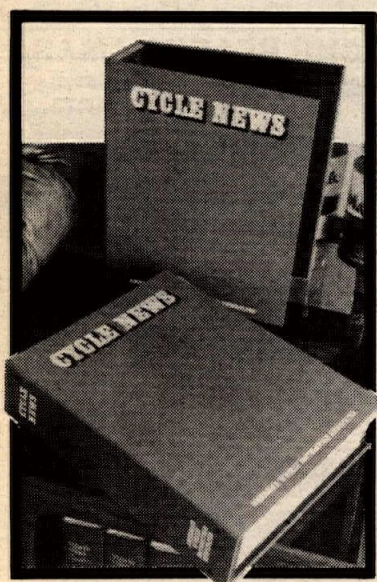
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PHOTO BY SCOTT DALOISIO



Scotty Brown won the main event in the second night of Ice Speedway Championship racing, besting arch-rival Gary Ford.

ments. A spill in each leg cost him a real chance for the overall, but he did come home first in his class in each moto.

Top among the 80cc class (running 20-minute-plus-one-lap motos) was hard-charging Joey Rodriguez (Yam), who never let off the throttle. His pit crew offered the excuse that young Rodriguez was measuring his stamina at full racing speed, as he is planning on moving to the 125cc ranks next season. He lapped the field in each moto. Next quickest was Novice rider Steve Mandolfo (Kaw), who volunteered that this was his longest and hardest race.

Results

80 MINI NOV: 1. Steve Mandolfo (Kaw).
80 MINI INT: 1. Joey Rodriguez (Yam).
125 NOV: 1. Matt Seever (Kaw).
125 JR: 1. Jason Rawlinson (Hon).
250 NOV: 1. Todd Thomas (Hon); 2. Donald Cabianca (Hon); 3. Bob Moniz (Suz).
250 JR: 1. Gary Jaehne (Kaw).
250 INT: 1. Joe Macchiarella (Hon).
OPEN NOV: 1. David Warstler (Hon).
OPEN INT: 1. Dean Brooks (Hon).
VET MSTR: 1. Mike Lane (Hon).
250 PRO: 1. Alvie Carlos (Hon).

Brown pelts Salt Palace

By Scott Daloisio

SALT LAKE CITY, UT, NOV. 23
Despite riding with a severely gashed left wrist, Scotty Brown avenged the previous night's loss to Gary Ford by taking the Suzuki North American Ice Speedway Championship main event at the Salt Palace. Even though Brown won the main, Ford earned enough points to take the overall victory in the two-day show.

Brown's brother Jeff got off to a flying start on the evening by defeating Robert Curry in event two, while the previous night's woes of George Lazor continued as he fell and scored zero points. Scotty Brown then kept the winning in the family by taking event three, while Ford closed round one and opened round two with back-to-back victories.

Scotty Brown (Scott's Cycles/Keech Speedway Video/Cody Products/Lou's Leathers) won his second race of the evening in event eight, while Lazor fell again and saw his main event hopes go away as he had not scored a point in his first two rides. Jim Hedrick, nursing a sore elbow from the previous evening, got the gate and led until he was passed on lap two by Steve Martin. Martin went

on to win the event while Hedrick plowed out of control and into the crashwall on lap three, but was able to walk off.

Lazor, one of the premier ice racers in the country, looked to have gotten things sorted out when he was running second to Bruce "The Mon-goose" Nelson in event 13. He then clipped a pylon and was disqualified, leaving him pointless after three rides.

Event 14 saw Martin go down in turn two on lap one, forcing a red flag. Martin was not excluded and then Mike Cortese broke the starting tape and wasn't excluded — neither of these developments sat well with reserve Mike Faria. The race ended up being a thriller with Martin putting his fans on their feet by passing Jeff Brown at the line for the victory and the three valuable points.

Event 15 featured a nasty crash involving Frank Watson, Tom Burge and Brian Daily. Watson received a cut nose and wrist, but he was able to continue while Burge was excluded for causing the fray. That brought in Faria, and he vented his anger over the previous event by leading all the way, but he touched a pylon and was excluded.

Ford and Scotty Brown met in event 16 and it was all Ford as he won the event by a large distance. Brown was having a bad time as he was trailing Jeff Johnson and Gene Woods until Woods took second from Johnson. Woods then hooked up and went wide, taking Johnson with him and allowing Brown to pass both on the inside for the runner-up spot.

In the next round, Ford scored another easy win while Scotty Brown, the only rider not to go down at one time or another, won his third race of the meeting. Brother Jeff took second to keep his main event hopes alive. Round four closed with Lazor on the winning track, finally, but again he touched one of the infield pylons. That move went unnoticed by officials, but Lazor, being the sportsman that he is, told them and was disqualified, giving the win to Martin, who needed those three points to get into the main.

Event 25 seemed to spell disaster for Scotty Brown. As he was going through the first bend on the first lap, he was tapped by Nelson and went down. His left wrist hit Nelson's rear tire and the studs on the tire ripped through Brown's arm guards, leathers and undershirt, tearing open his left wrist. Everyone, including the injured Brown, restarted, but the race

only went a pair of laps before Martin was excluded for taking out Nelson. That brought Faria back onto the scene and he whipped the field to take home three points. Brown got second while Nelson was disqualified for parking.

Ford won his final qualifier by a wide margin over Lazor while Jeff Brown took advantage of a Woods fall to win the last heat race. That set him into a run-off with Daily for the final spot in the main. Brown led the run-off all the way with the determined Daily giving him all he could handle, but having to settle for second.

The main consisted of the Brown brothers (one from Ohio and one from California), Ford and Martin. Martin almost didn't get his bike fired, but it roared to life just before the end of the two-minute clock. Ohio's Scotty Brown got the gate from the pole, but Ford, out of three, wisked by on the back chute. Martin was in third when he found some traction and plowed into the turn-four crashwall, ending his evening. At the front, Ford was pacing Scotty Brown, but the wily Brown got inside him in turn three on the second lap and zoomed into the lead as they came off four. That was all it took, as Brown led the final two laps over Ford for the win; Jeff Brown took third.

Brown accepted congratulations and his trophy just after the main event with his left wrist soaked with blood. His next trip was to the hospital, where he is looking at the possibility of a skin graft to the deep wound.

Ford took the overall win by one point (36-35) over Scotty Brown, and when presented with a silver platter, he told promoter Gary Densford, "I always wanted one of these for my wall. You know, I didn't have one until now."

Results

MAIN EVENT: 1. Scott Brown (Jaw); 2. Gary Ford (Wes); 3. Jeff Brown (Gdn); 4. Steve Martin (Jaw).
QUALIFYING POINTS: 1. Gary Ford (Wes) 15; 2. Scotty Brown (Jaw) 13; 3. Steve Martin (Jaw) 11; 4. (TIE) Jeff Brown (Gdn)/Brian Daily (Jaw) 10; 6. (TIE) Bruce Nelson (Gdn)/Robert Curry (Jaw) 9; 8. (TIE) Jim Hedrick (Jaw)/Frank Watson (Gdn) 8; 10. (TIE) Bart Bast (Wes)/Tom Burge 6.

Bennett blasts competition at CCF Indoor ST

By Derryl Anderson

RIDGEFIELD, WA, NOV. 21

National number 28 Dan Bennett (Hon) made his first appearance at Clark County Fairground's Indoor short track to take home the winner's share of the purse in the 500cc Pro class.

Bennett definitely looked ready to race again since breaking his leg at last summer's Stroh Springfield Mile. In the first moto it was Marty Zirbel aboard the Town Center Yamaha grabbing a big holeshot over Ryan Fisher (Garner's Yamaha), Bennett, Rick Mscichowski (Hon) and the rest of the thundering Pros. On the backstraight Bennett moved into second and John Potter (Hon) moved to fifth ahead of Robert Frohs (Hon). On lap three Zirbel was sideways down the backstraight when his bike bogged and Bennett clipped him, sending the Sidewinder's Junior Champ to the ground. In turns three-four, Frohs lost the front end of his bike, also sending him to the dirt; by now the yellow flags were out. Zirbel was slow getting up while Bennett cruised to the win, followed by Fisher, Mscichowski, Potter, and Frohs. Zirbel was up and walking back to the pits, a little shaken, but anxious for moto two.

The second moto was almost a copy of the first, as Zirbel led Fisher, Bennett, Frohs, Mscichowski, Potter and Tricia Lyons (Yam), who didn't make the first moto. Frohs went down as Bennett worked on Fisher for two laps before making a pass stick. Bennett looked for Zirbel, who was not to be caught this time, while Fisher wanted second back. Fisher tried passes almost everywhere, including a turn three-four inside move that almost took Bennett out. In the back, Lyons and Potter were having a race of their own, trading places several times. At the finish it was Zirbel, in first, with Bennett in second, taking the overall. Fisher, Mscichowski and Potter rounded out the top five, followed by Lyons and Frohs.

In the 500cc Amateur class, younger brother Rex Fisher led John Christiansen, J. Terry, Paul Endres and Lyons, all aboard Yamahas. The entire pack ran ultra close, each rider looking for an opening on the other. The order remained the same to the checkered flag.

In moto two, Terry took the lead, followed by Christiansen, Fisher, Lyons and Endres. Terry almost lost it in turn three, but held on for one more lap as Christiansen passed him on the outside of the back straightaway. Endres had a suspension problem that put him out for the rest of the moto. Meanwhile, Fisher was pressuring Terry, trying to get by going in to each corner. Finally, Fisher passed Terry on the outside of the backstraight, right where Christiansen had passed earlier. Fisher went after Christiansen, needing another win for the overall, but there just wasn't enough time or laps left. Christiansen went 2-1 for the overall to edge out Fisher's 1-2. Overall and second moto finishes in order behind them were Terry, Lyons and Endres.

Results

WEE PEE WEE: 1. Robert Hochtlen (Yam); 2. Kevin Eakin (Hon); 3. Joshua Lynn (Yam).
PEE WEE: 1. Coby Porter (Kaw); 2. Nathan Bourland (Yam); 3. Mike Fetty (Hon).
60 BIG BOY: 1. Duane Rinkes (Hon).
MINI: 1. Ryan Anderson (Kaw); 2. Jim Eaves (Yam); 3. Ben Parker (Hon).
125 AM MX: 1. Duane Redding (Kaw); 2. Glen Rose (Suz).
125 PRO MX: 1. Eric Hall (Hon); 2. Mike Crader (Kaw).
125 AM FT: 1. Tom Miller (Hon).
250 AM MX: 1. Brian Hall (KTM); 2. Ray Crawford (Suz); 3. Tim Parker (Hon).
250 AM FT: 1. Chuck Hodson (Yam).
250 PRO FT: 1. Eric Hall (Hon).
500 AM FT: 1. John Christiansen (Yam); 2. Rex Fisher (Yam); 3. J. Terry (Yam); 4. Tricia Lyons (Yam).
500 PRO FT: 1. Dan Bereretes (Hon); 2. Ryan Fisher (Yam); 3. Marty Zirbel (Yam); 4. Rick Mscichowski (Hon).
OPEN AM MX: 1. Steve Kendig (Yam); 2. Paul Wellman (Hon); 3. Keith Hiatt (Mai).

Minis lead the way at CRC LA Raceway MX

By Terry Rezek

LANCASTER, CA, NOV. 25

Robby Hammond picked up yet another win in the PeeWee class at California Racing Club's motocross at LA Raceway this Sunday. Lanny Turner, however, bested Hammond in the Under-eight class of the 60s, while Johnny Chamberlin and Shane Morales swapped moto wins in the 60cc Novice class. Chamberlin got the second moto and the overall win.

Intermediate Jeff Willoh got a great start in moto one of the 60s and looked to be long-gone. Bobby Morales was behind brother Shane at the start and finally got past him, then caught and passed Willoh for the lead and the win. In moto two, Bobby got the jump and took off for the win and the overall.

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PHOTO BY TERRY REZEK

Willie Surratt flies his Honda to the 250cc Pro win at LA County MX

together — there were so many classes, almost everyone won. Experts Shane Trittler and Bubba Erickson led the pack at the drop of the moto-one gate. They chased each other for the entire race, but never altered their positions and each took a win in a class. Exactly the same thing happened in the Novice class; Mike Cox and Dane Broesel started and finished in the same place, but each was in a different class, so each won. The only real jockeying was in the Beginner class where Joey Curtis was right up with the Intermediates and took an easy first. In moto two, Curtis could do no better than sixth and Jeff Ratzloff, who had completed moto one in a disappointing fifth, took the win. Ratzloff posted the best total and took the overall.

As usual, the 125cc Beginner class was crowded, but the principal players were out in front of the pack by quite a bit. Lance Levitt led moto one all the way, with Jason Yoshida right behind. Yoshida made a determined last-lap charge, but got trapped behind a lapped rider and had to be content with second.

Levitt was in the lead again at the start of moto two. Yoshida was second and Mike Loftus was very close at third. Loftus jumped up to second and really leaned on Levitt but wore himself out, allowing Yoshida to shoot by for second. In lap five, Yoshida got by Levitt and went on for the win and the overall.

Moto one of the 125cc Novices was unexciting; Rob Sassen shot to a big lead within one lap and second-place Larry Laye was just as far ahead of third-running Jason Davenport. Nobody fell, so they finished in that order. Mike Crosby and Laye leaped into the lead as moto two got underway. Sassen had a bad start but was in third by the end of the first lap. On lap three, Crosby and Laye blew the same turn and, while they were wandering in the weeds, Sassen slipped by for the lead. Erich Broesel moved up to a tight second; so tight that he and Sassen locked elbows at one point. A few turns later, Sassen stalled momentarily and Broesel was by for the win. Broesel had a bad first moto and was out of contention; Sassen had the best total and took the overall.

Jeff Capt had the quickest trigger as the gate fell in moto one of the 125cc Intermediate event. He led the first two laps with Sean Blanchard

and Mike Young looking for an opening. Blanchard hit the inside of the last turn of lap two and out-jumped Capt at the scoring tower to take the lead. Jeff Mabery had been in the middle of the pack at the start. He worked his way steadily up and finally maneuvered past Capt on the last lap. Time was not with him and he could not catch Blanchard.

Mabery got into a first-lap passing duel with Mike McCleneghan at the beginning of moto two and took the lead for good at the beginning of lap two. McCleneghan caught a falling disease and tumbled himself way back. This time it was Blanchard who had to recover from a disappointing start and he eventually got to second, but no more. Mabery took the win and the overall, Blanchard got second.

The Open Beginners did a lot of position switching in both motos, with Rob Pankratz putting a first and a second together to win the overall. Number-one Open Novice rider Dan Stilwell did no switching at all, going right to the front in both motos and decisively winning the overall. Greg Pierce stomped on the gas (and the other Open Intermediates) on his way to a two-moto sweep of that class. David Bagwell hotly pursued him in both motos with the same result in both: second.

Ken Zahrt simply smoked the Vets class, winning both motos by a huge margin. Ken Ratzloff chased Zahrt in both motos and even led the second moto for the first lap. Once Zahrt got by, he was gone and Ratzloff himself was challenged repeatedly by Scott Freeman, who finished third in both motos. While the Vet Experts were settling their differences, Intermediate Bob Graf and Junior Andy Green settled in the lead of their classes in both motos and stayed there for the wins.

A good start is usually a good race as Eddie Hicks ably demonstrated as the gate fell on moto one of the 125 Pro race. Willie Surratt was within striking distance, followed by Mike Kiedrowski. Hicks, a Yamaha sponsored rider, was leaving the others to fight for the supporting role. Kiedrowski stuffed his Team Green Kawasaki into second at the start of lap two. Surratt wanted his FMF Honda to finish better than third and regained second by the end of the fourth lap, then started hunting for Hicks. By this time, Hicks was out of reach and took the win, followed by Surratt.

Surratt got the holeshot in moto two and was well on his way to the overall when his frame broke in two places. AJ Whiting and Kiedrowski got into a major argument over second place. Hicks, who was back in the crowd, took advantage of their preoccupation to quietly move up to a strategic position. When Surratt retired, Whiting inherited the lead and aimed his U.S. Suzuki straight for the finish line. Kiedrowski got a little over-eager, stumbled, and lost several places. Hicks took over second and held it happily for that was all he needed for the first place money.

Surratt and Kiedrowski were back for the 250cc Pro event; Whiting was entered but did not start. Moto one started and ended in the same order: Surratt, Kiedrowski, and Kenny Zahrt. The two leaders carried on their private battle from the 125cc race and pulled far away from all the others. Surratt seemed to have a clear edge. On occasion, he appeared to let Kiedrowski catch up and then he would pull away. Surratt won, followed by Kiedrowski and Zahrt. Zahrt's AXO Honda had the hot line in the moto two start and swept around the outside to take the first turn lead. Kiedrowski held second until lap two when Surratt moved up to that spot. Lap four was the turning point.

Right at the start of it, Surratt out-jumped Zahrt and took the lead and Kiedrowski did the same 30 seconds later. From then on, it was a repeat of moto one and the finish was the same. The overall score was Surratt, Kiedrowski, and Zahrt.

Results

50 PEEWEE: 1. Robby Hammond (Yam); 2. Matthew Pickering (Yam); 3. Tony Catalde (Yam).
60 (OTO 8 YRS): 1. Lanny Turner (Kaw); 2. Robby Hammond (Kaw).
60 NOV: 1. Johnny Chamberlin (Kaw); 2. Shane Morales (Kaw); 3. Joe Hicks Jr. (Kaw).
60 INT: 1. Bobby Morales (Kaw); 2. Jeff Willoh (Kaw).
80 STK BEG: 1. Jeff Ratzloff (Hon); 2. Kevin Shafer (Yam); 3. Travis Berglund (Yam).
80 STK NOV: 1. Dane Broesel; 2. Moose Wine (Suz).
80 STK EX: 1. Bubba Erickson.
80 MOD BEG: 1. Corey Fujita (Kaw); 2. Sam Hawley (Kaw).
80 MOD NOV: 1. Mike Cox (Kaw).
80 MOD INT: 1. Doug Houston (Yam).
80 MOD EX: 1. Shane Trittler (Yam).
125 BEG: 1. Jason Yoshida (Suz); 2. Lance Levitt (Kaw); 3. Michael Loftus (Kaw).
125 NOV: 1. Rob Sassen (Cag); 2. Larry Laye (Kaw); 3. Stefan Sallquist (Hon).
125 INT: 1. Jeff Mabery (Yam); 2. Sean Blanchard (Kaw); 3. Troy Welty (Suz).
125 PRO: 1. Eddie Hicks (Yam); 2. AJ Whiting (Suz); 3. Brian Myerscough (Yam).
250 BEG: 1. Larry Sapp (Yam); 2. Steve Edwards (Suz); 3. David Stahoski (Hon).
250 NOV: 1. Eric Wicker (Hon); 2. John Gersjes (Kaw); 3. Steven Sibell (Yam).
250 INT: 1. Jeff Black (Hon); 2. Mercedes Gonzales (Kaw); 3. BJ Millsbaugh (Kaw).
250 PRO: 1. Willie Surratt (Hon); 2. Mike Kiedrowski (Kaw); 3. Ken Zahrt (Hon).
OPEN BEG: 1. Rob Pankratz (Hon); 2. Mike Geiger (Hon); 3. Paul Henry (Hon).
OPEN NOV: 1. Dan Stilwell (Hon); 2. Curt James (Kaw); 3. Tom Madsen (Hon).
OPEN INT: 1. Greg Pierce (Yam); 2. David Bagwell (Hon); 3. Kenny Hatcher (Hon).
OPEN PRO: 1. Eric Marnoch (Hon); 2. Ruben Falcon (Yam); 3. Ron Lewis (Hon).
VET JR: 1. Andy Green (Yam); 2. John Francis (Cag); 3. Robert Linville (Suz).
VET INT: 1. Bob Graf (Hon); 2. Roland Thompson (Suz); 3. John Lundgren (Kaw).
VET EX: 1. Ken Zahrt (Hon); 2. Ken Ratzloff (Hon); 3. Scott Freeman (Hon).

McKenzie claims D-36 cross country title

By W. H. Spencer

SACRAMENTO, CA, NOV. 17

Ken McKenzie wrapped up the AMA District 36 Cross Country championship with an overall win at the 14th Annual Lilliputian Hare Scrambles, held at Prairie City OHV Park near Sacramento, California.

McKenzie finished the series with 297 points to take the title over Duke Dowell, who claimed second overall at Prairie City to close the season with 267 points.

The champion took the win aboard a new Gene's Automotive/Hi-Point Racing Products/Arai Helmets RM 250.

"I didn't get a real good start off the line, but I had everybody reeled in by the big sweeper," McKenzie said. "The new bike made a big difference and I want to thank Mark Palmer for setting it up."

The Junior-Expert class cleared the starting gate at 9 a.m. with Dave Porter getting the holeshot and McKenzie passing soon after. McKenzie paced himself in front of Jim Robertson (Suz), Lance McPhee (Suz) and Duke Dowell (Suz). Former number one motocrosser Dave Woods (Hon) was right behind with Honda-mounted brothers Darrol and Kevin Brown close in tow.

McKenzie started lap three with a 25-second lead over Robertson and McPhee, and Dowell was another 15 seconds behind. The trio gained ground on the leader when he pitted at the start of lap four, but by the beginning of the sixth lap McKenzie had opened a one-minute lead with Robertson alone in second and Dowell and McPhee dicing for third place. Darrol Brown kept them in sight less than 10 seconds back.

When the checkered flag dropped, McKenzie was still a minute up on

Dowell, who had raced his way to a 30-second advantage over Robertson. Darrol Wood and Dave Brown, who finished 1-2 in the 500cc Expert class, rounded out the top five, overall.

Kevin Henry (KTM) won the Veteran Expert class and victory in the Old Timers Expert division went to Walt Feyling, who was also KTM-mounted. Wayne Rogina (Hon) took the 500cc Juniors, Rory Bartolomei finished first in the 250cc Junior class and Daryle Yount won the 125cc Junior class.

Results

OVERALL: 1. Ken McKenzie (Suz); 2. Duke Dowell (Suz); 3. Jim Robertson (Suz); 4. Darrol Brown (Hon); 5. Dave Wood (Hon); 6. Shawn Freiling (Kaw); 7. Ed Marchini (Yam); 8. Mike Harper (Hon); 9. Duane Scott (Yam); 10. Russ Daily (Hon).
500 EX: 1. Darrol Brown (Hon); 2. Dave Wood (Hon); 3. Shawn Freiling (Kaw).
250 EX: 1. Ken McKenzie (Suz); 2. Duke Dowell (Suz); 3. Jim Robertson (Suz).
VET EX: 1. Kevin Henry (KTM); 2. Joe Cody (KTM); 3. Duffy Collins (Hus).
OT EX: 1. Walt Feyling (KTM); 2. Eric Hodel; 3. Al Waters (KTM).
500 JR: 1. Wayne Rogina (Hon); 2. Al Sine; 3. Jed Green.
250 JR: 1. Rory Bartolomei; 2. Kevin Nash; 3. Mark Hilton.
125 JR: 1. Daryle Yount; 2. Steve Ledwith.
VET JR: 1. Chris Loer; 2. Robert McBroom; 3. Pete Watkins.
OT JR: 1. John Fry; 2. Dave Milani; 3. Louie Marshall.
500 NOV: 1. John Brymer (Yam); 2. Dave Boyer (Hon); 3. Rob Timmons (Hon).
250 NOV: 1. Kris Olson (Hon); 2. Jerry Martin (Suz); 3. Terry Haggart (Hon).
200 NOV: 1. Rob Martin (Kaw); 2. Russ Blevins; 3. Barry Delmonte (Kaw).
125 NOV: 1. Eric Phipps (Kaw); 2. Brian Priddin (Kaw); 3. Matt Teegarden.
80 NOV: 1. Ken Clinton (Kaw); 2. Ken Nolan (Suz).
VET NOV: 1. Phil Bartlett (Suz); 2. Steve Cameron (KTM); 3. Dave West (KTM).
OT NOV: 1. Gary Ceo (KTM); 2. Roger Howard (Yam); 3. Dan Baker (Hus).
FINAL CROSS COUNTRY POINTS STANDINGS: 1. Ken McKenzie, 297; 2. Duke Dowell, 267; 3. Kevin Brown, 253; 4. Darrol Brown, 222; 5. Doug Noell, 215; 6. Lance McPhee, 184; 7. Ed Marchini, 141; 8. Mike Marquez, 134; 9. Dave Wood, 133; 10. Cloyse Holland, Jr., 122; 11. Duane Scott, 113; 12. Glen Sabol, 110; 13. John Thompson, 89; 14. Bill Reid, 86; 15. Duke Lambert, 85; 16. Jeff Irwin, 78; 17. Russ Daley, 76; 18. Mike Harper, 76; 19. Dave Porter, 75; 20. Dave Bertram, 72;

Cordova wins at Burleson MX

By Billy Allen

BURLESON, TX, NOV. 10

It was maybe the last warm Sunday afternoon of the season for this fine north Texas track and Nick Cordova took advantage to win the 250cc Expert class.

Johnny Kindhart (Yam) launched out with the holeshot and first turn honors in moto one, with Cordova in second on the Honda and plenty of daylight in between. Rod West (Yam) was holding down third while the trio raced unchanged for three laps.

By the end of the fourth lap, the only change was for third place, when Joey Harden, on the YZ, enjoyed it for two laps. At the checkered flag, Kindhart and Cordova finished 1-2, as Honda Town's Bobby Abbott (from the 125cc Expert class) put his CR in behind the 250s of Kindhart and Cordova.

The second moto for the 250cc Experts once again had it Kindhart into the first turn, followed by Cordova and West. It stayed that way for three hard, fast laps.

Moments after Kindhart crossed the finish-line jump, with four laps to go, he slid out in a right-hander and was unable to keep the Yamaha alive. Meanwhile, Cordova was up and over the jump with one turn, with a frustrated Kindhart kicking the life back into the YZ. By the time smoke roared from Kindhart's bike, Cordova went by doing some smokin' of his own while going for another gear and the win. Kindhart, now in second, could do no harm to the fast accelerating Cordova.

In the Micro class, Chadd Smith took the Kawasaki horsepower and good, young reflexes down the start

straight for the first-moto holeshot, but it was all erased when he went down in turn one. Brandin Lea (Kaw), and Frankie Gonzales quickly took over the first two spots. It only took two laps for Smith to get back into it, catching Gonzales and second place while Lea commanded the lead for every lap. J.E.B. Stuart, aboard one of the few Hondas in this green class, was busy with third, while Lea and Smith were going 1-2.

In the second moto, Smith had the first turn under control, this time with Lea doing the chasing and Stuart in third. On the white flag lap Gonzales took over Stuart's position for third, while Lea was taking the checkered flag for his 1-1 victory while Smith went 2-2.

The Over-30 Novice moto was off with Tommy West on his '81 465 Cycledynamics Yamaha coming in wide from the outside into Burleson's famous 160° first turn. This was enough to snuff out the efforts of hard-charging Gerry "Hammer" Hanson's Open Honda and track favorite T.C. Carter's Open Yamaha. Hanson had trouble on the white-flag lap, so Carter gladly took over second with Bob Marshall's CR250 in third.

West never looked back at the action going on behind him as he took the win leading every lap.

Second moto action saw West coming in fast from the east. West quickly rounded off the sharp first turn and took off with the lead. Hanson was in second, followed by Talbot's Yamaha. When the "Hammer" went down trying to make a move on West at the finish-line jump, Talbot took over second with Carter in third.

In the 125cc Intermediates, Robert Reed, on the KX, led the first lap, but

that lead would fall apart after one lap to Jack Ricks on another KX. With Reed in second and Chris Pritchett on a CR in third, Ricks would now have to be concerned about the fast moving Pritchett taking over second. After four laps, Ricks would give up the lead to Pritchett's Honda.

The second moto showed Reed would again lead the pack on the first lap with Pritchett hot on his knobbies. By the end of the second lap Ricks cooled Reed's hot knobbies and led the remaining five laps, with Pritchett and Reed to worry about second and third.

The 125cc Novice class was another too-big-for-one-gate class, so in Division A it was Matt Harlan on his new '86 CR showing that talent and a fresh, new bike do make for a clean sweep of motos one and two, followed by the James gang, James Franklin, on the KX in second, and James Venator, on the YZ in third.

Division B, again put a Honda out in front, piloted by Jimmy Hamlin, being chased by Mark McNeil on the YZ and Chris Walters on a CR.

Results

MICROS: 1. Brandon Lea (Kaw); 2. Chadd Smith (Kaw); 3. J.E.B. Stuart (Hon).
80 BEG: 1. Robby Copple (Kaw); 2. Greene Simpson (Kaw); 3. J.J. Slagle (Suz).
80 NOV: 1. Charlie Farrar (Kaw); 2. Jason Shedd (Kaw); 3. Chadd Smith (Suz).
80 INT: 1. Jack Ricks (Kaw); 2. Ramey Rynolds (Kaw); 3. Chris Niles (Yam).
125 BEG: 1. Steve Bartow; 2. Robert Taylor (Yam); 3. Tim Tucker (Kaw).
125 NOV DIV A: 1. Matt Harlan (Hon); 2. James Franklin (Kaw); 3. James Venator (Yam).
125 NOV DIV B: 1. Jimmy Hamlin (Hon); 2. Mark McNeil (Yam); 3. Chris Walters (Hon).
125 INT: 1. Chris Pritchett (Hon); 2. Robert Reed (Kaw); 3. Mike Abbott (Hon).
125 EX: 1. Brian Williams (Hon); 2. Steve Reavis (Kaw); 3. Bob Abbott (Hon).
250/OPEN BEG: 1. Gary Carlock (Kaw); 2. Jimmy Monroe (Hon); 3. Bob Reddish (Hon).
250 NOV: 1. Ricky Lester (Hon); 2. Joey Grupp (Kaw); 3. Cody Payne (Hon).
250 EX: 1. Nick Cordova (Hon); 2. Johnny Kindhart (Yam); 3. Joey Hardin (Yam).

0-30 NOV: 1. Tommy West (Yam); 2. T.C. Carter (Yam); 3. John Talbot (Yam).
0-30 INT: 1. Mike Young (Yam); 2. David Jones (Suz); 3. Melvin Eddy (Yam).
0-30 EX: 1. Rick Humphreys (Hon); 2. Chester Czajkowski (Yam); 3. Billy Smith (Hon).
250 INT: 1. Murph Capers (Yam); 2. Drake Moore (Yam); 3. Danny Burnap (Yam).
OPEN: 1. David Myres (Hon); 2. Barry Callaway (Kaw); 3. Tim Cruce (Hon).

Saltzman gobbles up ARA Turkey Chase

By Ed Weinberg

STODDARD VALLEY, CA, NOV. 17 Veteran Open Expert Bill Saltzman powered his KTM to a 30-second win over factory Cagiva rider Duane Summers in the All-Terrain Racing Association's Third Annual Turkey Chase.

Saltzman earned the victory on a 19.6 mile, figure eight-shaped course that took riders twice through the pits on each loop of the race. The track, which had been under three inches of snow the previous Monday, offered excellent traction and no dust.

Saltzman led Ron Christner's Open Yamaha to the first check while Summers trailed in 14th position. By check two on the first loop, Saltzman maintained a slight lead over Christner and Summers had moved up to ninth.

The top two positions remained unchanged at check three with the hard-charging Summers taking over sixth. Christner dropped Saltzman to second at the completion of the first loop and Summers continued his charge by racing into fifth place.

Saltzman passed Christner to retake the lead by the first check on the second loop, while fourth-place Sum-

mers tried to catch Mike Alexander, who was running in third. Alexander fired by the front runners to take the lead just before the second check, moving Saltzman to second and Christner to third. Brian Harris, riding a Malcolm Smith Honda, moved into fifth behind Summers and Ken Parry took over sixth on a 125 Yamaha.

Alexander held the lead at the completion of the second loop, Saltzman was bidding his time in second place and Summers slipped into third place when Christner stalled his engine and dropped to fourth.

Saltzman powered into first place by the initial check on the final loop, dropping Alexander into second, but Alexander forged to the front again by check three on the final lap. Six miles from the finish line Alexander's engine seized, allowing Saltzman and Summer to get by for a 1-2 finish at the checkered flag. Harris passed Christner to take third with Bryan Bennett (Hon) charging past Parry for fifth.

The beginner race was a duel between the Yamaha Open entry of George Pennington and the Open Honda of Tim Gomez. After the duo swapped the lead numerous times, Pennington moved into the front two miles from the checkered flag and managed to clip Gomez by a bike-length at the final flag.

Results

OPEN EX: 1. W. Saltzman (KTM); 2. B. Harris (Hon); 3. R. Christner (Yam).
250 EX: 1. D. Tipton (Hus).
250 NOV: 1. J. Bukamier (Hon).
250 AM: 1. J. Lehotan (Yam).
125 EX: 1. D. Summers (Cag); 2. K. Parry (Yam).
125 NOV: 1. G. Sailors (Kaw).
OPEN BEG: 1. G. Pennington (Yam); 2. B. Gomez (Hon); 3. S. Ballard (Hus).
250 BEG: 1. R. Bohannon (Hus); 2. S. Smith (KTM); 3. D. Hamilton (Hus).
200 BEG: 1. J. Sampair (Kaw).
125 BEG: 1. R. Holte (Hon); 2. J. Webster (Cag).

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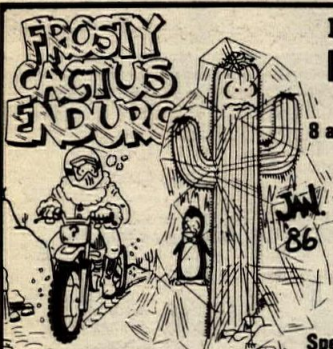
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0-85cc 12-15	0-85cc 12-15	0-85cc 12-15	0-85cc 12-15
125 B	125 B	125 B	125 B
125 C	125 C	125 C	125 C
250 B	250 B	250 B	250 B
250 C	250 C	250 C	250 C
500 Novice	500 Novice	500 Novice	500 Novice
SENIORS	SENIORS	SENIORS	SENIORS
ATV 0-200	ATV 0-200	ATV 0-200	ATV 0-200
ATV 201-350	ATV 201-350	ATV 201-350	ATV 201-350
SUNDAY - DEC. 29 - PROS	SUNDAY - JAN. 5 - PROS	SUNDAY - JAN. 12 - PROS	SUNDAY - JAN. 19 - PROS
125 A	125 A	125 A	125 A
250 A	250 A	250 A	250 A
500 A	500 A	500 A	500 A
Super Mini	Super Mini	Super Mini	Super Mini

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Feb. 9 - Wheelsport, W. Palm Bch. Feb. 16 - Gatorback, Gainesville



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Mar. 22/23 - Willow Springs

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Schedule

Sat. Dec. 14 Perris
Sun. Dec. 15 DeAnza
Sat. Dec. 21 Perris
Sat. Dec. 28 Perris

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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. We suggest calling to confirm details before traveling to an event.

NATIONAL & WORLD CHAMPIONSHIPS

AMA/Camel Pro Series*

2/1	ST/Houston, TX
3/9	RR/Daytona Beach, FL
4/5	HM/Gardena, CA
4/12	Mile/Sacramento, CA
4/26	HM/Phoenix, AZ
5/4	Mile/San Jose, CA
5/10	HM/Gardena, CA
5/18	RR/Sonoma, CA
5/25	Mile/Springfield, IL
5/31	HM/Louisville, KY
6/1	RR/Brainerd, MN
6/8	RR/Elkhart Lake, WI
6/15	RR/Loudon, NH
6/22	Mile/New Orleans, LA
6/27	TT/Hinsdale, IL
6/28	HM/Lima, OH
7/5	HM/Oklahoma City, OK
7/13	RR/Monterey, CA
7/19	HM/Parkersburg, WV
7/26	Mile/DuQuoin, IL
8/3	RR/Lexington, OH
8/10	RR/Braseltown, GA
8/15	HM/Hamburg, NY
8/17	TT/Peoria, IL
8/23	Mile/Indianapolis, IN
8/24	Mile/Indianapolis, IN
8/31	Mile/Springfield, IL
9/7	Mile/Syracuse, NY
9/14	Mile/San Jose, CA
9/20	HM/Gardena, CA
9/27	Mile/Sacramento, CA
10/12	RR/Sebring, FL
10/19	RR/Daytona Beach, FL

*Tentative

1986 AMA Supercross Schedule

1/18	Anaheim, CA
2/1	Houston, TX
2/8	San Diego, CA
2/15-16	Seattle, WA
2/22	Atlanta, GA
3/8	Daytona, FL
3/15*	Phoenix, AZ
4/12-13	Pontiac, MI
4/19*	Orlando, FL
4/26	Dallas, TX
6/7	Los Angeles, CA
10/25*	New York, NY
10/TBA	Oakland, CA
11/TBA	Los Angeles, CA

*Tentative

AMA National Championship Enduro Series

2/16	New Idria, CA
3/16	Greensboro, GA
4/27	Twain Harte, CA
5/4	Chatsworth, NJ
5/11	Athens, OH
5/25	Saline, LA
8/3	Speedville, NY
8/17	Moorestown, MI
9/21	New Waverly, TX
9/28	Winterset, IA
10/26	Bear, DE
11/2	Red Mountain, CA

AMA National Championship Hare Scrambles Series

2/23	Saline, LA
3/2	Gainesville, FL
3/23	Hurricane Mills, TN
4/6	Cadiz, KY
4/20	Redding, CA
6/1	Wapwallopen, PA
6/8	Bellvue, ID
7/13	Sanford, NC
8/31	Millville, MN
10/5	Lynnville, IN
10/12	Bruceton Mills, WV

AMA/NATC National Championship Observed Trials Series

5/24	Pueblo, CO
5/26	Casper, WY
5/31	Mt. Vernon, WA
7/5	Thielman, MN
7/6	Hixton, WI
8/23	Wrentham, MA
8/24	Escoheag, RI
8/30	Middletown, PA
8/31	Cayuta, NY

World Championship Road Race Series

5/4	Madrid, Spain
5/18	Milan, Italy
5/25	Eifel, Germany
6/8	Salzburg, Austria
6/15	Rijeka, Yugoslavia
9/29	Assen, Holland
7/6	Spa, Belgium
7/20	Le Castellet, France
8/3	Northampton, England
8/10	Andersdorp, Sweden
8/24	Misano, Italy
9/28	Hockenheim, Germany

World Championship Endurance Road Race Series

4/13	Le Mans, France
5/11	Estoril, Portugal
6/8	Bologna, Italy
6/22	Zeltweg, Austria
7/27	Suzuka City, Japan
8/17	Spa, Belgium
8/31	Hockenheim, Germany
9/28	Jerez, Spain

World Championship Formula One/Two Road Race Series

4/6	Firenze, Italy
5/4	Hockenheim, Germany
5/31	Isle of Man
6/2	Isle of Man
6/29	Assen, Holland
7/13	Barcelona, Spain
7/20	Villa Real, Portugal
8/3	Imatra, Finland
8/17	Dundrod, Ireland
9/28	Hockenheim, Germany

World Championship MX Series

125cc

4/6	France
4/13	Holland
4/20	Italy
5/4	Belgium
6/1	Spain
6/15	Czechoslovakia
6/28	Ireland
7/27	Sweden
8/3	Germany
8/10	Finland
8/24	Argentina
8/31	Brazil

250cc

3/9	Holland
4/13	Austria
5/4	France
5/11	Italy
5/25	Czechoslovakia
6/1	Yugoslavia
6/8	England
6/15	Belgium
6/29	Switzerland
7/6	Germany
7/20	NEW BERLIN, NY
8/24	Sweden

500cc

4/6	Switzerland
4/20	Austria
4/27	Holland
5/4	Sweden
5/11	Finland
6/8	Germany
6/22	Canada
6/29	CARLSBAD, CA
7/6	France
7/13	England
8/3	Belgium
8/10	Luxembourg

World Championship Observed Trials Series

3/9	Belgium
3/16	England
3/22	Ireland
4/13	Spain
4/27	France
6/1	MT. VERNON, WA
6/8	Canada

6/29	Germany
7/6	Austria
7/13	Italy
8/17	Sweden
8/24	Finland

World Speedway Championships

6/15	Pairs
8/30	Pocking, Germany
9/14	Katowice, Poland
	Long Track
	Pfarrkirchen, Germany

DECEMBER						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

JANUARY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

● Denotes Pro Payback

December 11

CALIFORNIA CLUB MEETING
Oakland M/C Clubhouse, 742 45th Ave., Oakland, CA. Meetings start 8:30 pm. Info 415/537-5392 or 835-8521.

December 12

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

December 13

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

December 14

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

CALIFORNIA VET NATIONALS
● Perris Raceway, Perris, CA. 1985 White Bros. Vet National C'ships. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
● Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

WASHINGTON HARE SCRAMBLES
● Woodland MX Park, Woodland, WA. Gates open 10 am, prac noon, race 1 pm. Info 206/225-8615.

UTAH USRA AWARDS PRESENTATION
● Salt Palace, Salt Lake City, UT. Starts 7:30 pm. Info 801/561-8849.

December 15

SMX CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnyvale, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

OKLAHOMA MOTOCROSS

South of Tulsa International Raceway, Tulsa, OK. Gate opens 8 am, prac 9:30, race 11. Tulsa Area Motorsports. Info 918/266-6136.

TEXAS MOTOCROSS

● Mosier Valley MX Park, midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813.

TEXAS CONROE MX

Conroe MX Park, Conroe, TX. Prac. 8 am, race 10. Int/Ex. race 1 pm. Info 712/756-4114 or 273-2336.

CRC CALIFORNIA MOTOCROSS

● Sunrise Valley Cycle Park, Adelanto, CA. Gates open 7 am, prac 8:30, race 9:30. Info 619/245-7339.

CMC CALIFORNIA MINI MX

Barona Oaks Raceway, Ramona, CA. Sign-up closes 7:30 sharp. Info 619/565-2406.

CMC CALIFORNIA MX

● Carlsbad Raceway, Carlsbad, CA. Gate opens 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Info 714/261-6116.

CRC CALIFORNIA GRAND PRIX

Hungry Valley, CA. Merry Christmas GP. Parade Lap starts 8 am, races start 8:30. Info 213/830-7519.

AMA D-38 CALIFORNIA DESERT RACE
Ancient Dry Lake, CA. 5th annual Rattlesnake Chase. Starts 8 am. Info 619/427-5759.

CMC CALIFORNIA MOTOCROSS

● Sand Hill Ranch, Brentwood, CA. Info 415/634-3328.

CMC CALIFORNIA MOTOCROSS

● E Street Raceway, Marysville, CA. Gate opens 8:30, prac 7:30, race 9. Info 916/695-2727 or 695-2088.

ARIZONA ROAD RUN

Kennedy Park and Mission Rd., Tucson, AZ. Start time 10:30 am. Sun Riders M/C. Info 602/790-8112.

DCR CALIFORNIA GRAN PRIX

Perris Raceway, Perris, CA. Prac starts 8:15 am, racing starts 9. Info 714/371-6333.

MMA CALIFORNIA M/C SWAPMEET

Cow Palace, San Francisco, CA. Gates open 11 am. Info 96/442-4727.

ARA CALIFORNIA DESERT RACE

Barstow, CA. Start 8 am. Info 714/658-5941.

CMC CALIFORNIA MOTOCROSS

● Metcalf Cycle Park, San Jose, CA. 4th race of North American Winter Series. Gates open 6 am, prac 7:30, race 9. North Amer. MX Racing. Info 408/224-6015.

CALIFORNIA MOTOCROSS

● White Wolf Raceway, 10 miles south of Bakersfield, CA. Gates open 7 am, prac 8, race 9. R & L Ent. Info 805/834-0284.

BAJA MOTOCROSS

Sucro Track, Ensenada, Baja, CA. Gates open 6 am, prac 8-10, race 11. Info 619/429-7271.

CALIFORNIA MOTOCROSS

Spillway Park, Santa Maria, CA. Gates open 6 am, prac 8, race 9. Info 805/925-0055.

December 18

CALIFORNIA CLUB MEETING

Oakland M/C Clubhouse, 742 45th Ave., Oakland, CA. Meetings start 8:30 pm. Info 415/537-5392 or 835-8521.

December 19

OREGON MOTOCROSS

● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

December 20

ZAP/CMC NIGHT MOTOCROSS

● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS

● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS

● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

December 21

SMX CALIFORNIA MOTOCROSS

● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS

● Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

IDAHO FLAT TRACK

● Caldwell, ID. Gates open 4 pm, sign-up until 6, prac 6, race 7. Info 208/336-9929.

December 22

CMC CALIFORNIA MX

● Carlsbad Raceway, Carlsbad, CA. Gate opens 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Info 714/261-6116.

RIO BRAVO MOTOCROSS

● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS

● Sunrise Valley Cycle Park, Adelanto, CA. Gate opens 7:30 am, race 9:30. Info 619/245-7339.

TEXAS MOTOCROSS

● Burleson MX Park, south of Fort Worth, TX. Gate opens 7 am, Nov. prac. 8-8:30, Minis 8:30-8:45, 1st race 9. Int/Ex. prac 1 pm, race 1:30. Info 817/295-8908, 295-1760.

TEXAS MOTOCROSS

● Lake Whitney Cycle Ranch, Whitney, TX. Nov 9 am, Int/Ex. 1:30 pm. Info 713/482-7593, 817/694-2901.

TEXAS MOTOCROSS

● Swan Motocross Raceway, Tyler, TX. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

OKLAHOMA MOTOCROSS

● Allen Ranch, Bixby, OK. Gates open 8 am, prac 9, race 10. Info 918/428-1237.

CRC CALIFORNIA MOTOCROSS

● DeAnza Cycle Park, Sunnyvale, CA. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS

● Sand Hill Ranch, Brentwood, CA. Races start 9 am. Info 415/634-3328.

CMC CALIFORNIA MOTOCROSS

● Santa Cruz County Fairgrounds, Watsonville, CA. 5th race of North American Winter Series. Gates open 6 am, prac 7:30, race 9. North Amer. MX Racing. Info 408/224-6015.

December 26

OREGON MOTOCROSS

● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

WASHINGTON SHORT TRACK

● Clark County Fairgrounds, Ridgefield, WA. Gates open 5 pm, prac 6, race 7. Info 503/283-3773.

December 27

ZAP/CMC NIGHT MOTOCROSS

● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS

● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS

● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

December 28

SMX CALIFORNIA MOTOCROSS

● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS

● Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

WASHINGTON HARE SCRAMBLES

● Woodland MX Park, Woodland, WA. Gates open 10 am, prac noon, race 1 pm. Info 206/225-8615.

December 29

SMX CALIFORNIA MOTOCROSS

● DeAnza Cycle Park, Sunnyvale, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

ARIZONA MOTOCROSS

● Canyon Raceway, Phoenix, AZ. Info 602/934-5027 or 583-0575 (Tom).

TEXAS MOTOCROSS

● Conroe MX Park, Conroe, TX. Prac. 8 am, race 10. Int/Ex. race 1 pm. Info 712/756-4114 or 273-2336.

TEXAS MOTOCROSS

● Mosier Valley MX Park, midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813.

TEXAS MOTOCROSS

● Lakeside Motorsport Raceway, Bastrop, TX. Sign-up 9:30 am, prac 10:30, race 11. Info 512/327-5259.

CMC CALIFORNIA MOTOCROSS

● E Street Raceway, Marysville, CA. Gates open 6:30 am, prac 7:30, race 9. Info 916/695-2727 or 695-2088.

CRC CALIFORNIA MOTOCROSS

● L.A. County Raceway, Palmdale, CA. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS

● Sandhill Ranch, Brentwood, CA. Info 415/634-3328.

CALIFORNIA MARATHON

● Lodi Cycle Bowl, 5801 E. Morse Rd., Lodi, CA. Gates open 8 am, no prac., races start 9 am. Info 209/368-7182.

CMC CALIFORNIA MOTOCROSS

● Quail Canyon, CA. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS

● Hollister Hills SVRA, Hollister, CA. Last race of North American Winter Series. Gates open 6 am, prac 7:30, race 9. North Amer. MX Racing. Info 408/224-6015.

MRA OREGON ROAD RACE

● Jacksonville, OR. 6th annual Jackson Creek Road Race. Sign-up 9 am, racing starts 10:30. Info 503/772-6184.

January 1

CMC/SHR HANGOVER MARATHON
● Sandhill Ranch, Brentwood, CA. Info 415/634-3328.

January 2

OREGON MOTOCROSS

● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

WASHINGTON SHORT TRACK

● Clark County Fairgrounds, Ridgefield, WA. Gates open 5 pm, prac 6, race 7. Info 503/283-3773.

January 3

ZAP/CMC NIGHT MOTOCROSS

● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS

● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS

● Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS

● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

January 4

SMX CALIFORNIA MOTOCROSS

● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS

● Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

January 3-5

TEXAS MOTORCYCLE & ATV SHOW

● Tarrant County Convention Center, Fort Worth, TX. Groom American M/C and ATV Show. Info 714/675-0132.

\$25,000 GUARANTEED PURSE!

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Total Entry Fee \$130



MERRY CHRISTMAS GRAN PRIX SUNDAY DEC. 15, 1985 HUNGRY VALLEY (Quail Canyon)

GORMAN: I-5 to Hungry Valley Rd.,
25 miles N. of Magic Mountain.

Membership Not Required • MX-GP-ATV POINTS

8:00	Parade Lap	11:30	All Beg
8:30	All Mini	12:30	All Int/Pros
9:30	All 3-Wheelers & Odys	1:30	All Nov
10:30	All CRC Vets	2:30	Team Race

Doublecross, AMA, SRA, Desert Buicks, CMC, District 37, NMA WELCOME!

Each class race 45 minutes
20% Trophies • Superb Finisher Pins
CASH TO PROS

Overnight Camping OK. Must be in by 8 p.m.
No post entry penalty for 2nd class entered.
Mail Entry \$16, Non-member \$20
Post Entry \$20, Non-member \$25

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Membership
Available

Mail entries to: CRC, 24518 Island Ave., Carson, CA 90745

INFO: (213) 830-7519

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SRA Schedule

Jan. 19 — NEW YEAR G.P.
Carlsbad Raceway

(714) 828-1358

CMC Race With The Best

Quail Canyon — Nov. 17, 24, Dec. 8, Dec 29 —
Golden State Natls. Warm-up.
Ascot Park — Nov. 8, Night Natl. Nov. 22
Carlsbad Raceway — 1st/2nd/3rd/4th Sun. ea. mo.
Sunrise Cycle Park — 2nd/4th Sun. ea. mo.

(714) 261-6116



DOUBLE CROSS RACING

Dec. 15 — Perris G.P.

INFO: (714) 371-6333

ARA FAMILY STYLE DESERT RACING

BEGINNER
ATV 20 ML 8:00 AM
CYCLE 40 ML 9:00 AM

NOVICE OR BETTER
CYCLE 60 ML 10:00 AM
ATV 40 ML 11:30 AM

"EASY 20 MILE COURSE"
100% Finisher Pins & Super Trophies to 30% of 125,
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\$25.00 Mail - \$30.00 Post — ATV Non-Member Add \$5.00
Membership Not Required

Directions: (Hwy 247) Barstow Rd. Off Ramp of I-15, South 5 Miles.
SUNDAY, DEC. 15th. For Entry Blanks & Rider's Instructions,
Send S.A.S.E. to: ARA, Box 443, Hemet, CA 92343
Further Info. Call: (714) 658-5941.

RACE SCHEDULE

ATV Classes At All Events

Dec. 15 — GRAND PRIX
Hungry Valley

Dec. 29 — MOTOCROSS
L.A. County Raceway

Dec. 22 — MOTOCROSS
DeAnza Cycle Park

(213) 830-7519

Tuesday, December 31, 7:00pm PT
 Wednesday, January 1, 1:00am PT (R)
 Wednesday, January 1, 10:30pm PT (R)
 Consult Your Local Listings

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January 4-5

CMC CALIFORNIA MOTOCROSS
 ● Quail Canyon, Madera, CA. 1st race of Golden State Nationals series. Info 714/261-6116.

January 5

SMX CALIFORNIA MOTOCROSS
 ● DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

FRA CALIFORNIA ENDURO
 Lucerne Valley, CA. Frosty Cactus Enduro. 8 am start. Info 714/666-0238.

January 8

CALIFORNIA CLUB MEETING
 Oakland M/C Clubhouse, 742 45th Ave., Oakland, CA. Meetings start 8:30 pm. Info 415/537-5392 or 835-8521.

January 9

OREGON MOTOCROSS
 ● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

WASHINGTON SHORT TRACK
 ● Clark County Fairgrounds, Ridgefield, WA. Gates open 5 pm, prac 6, race 7. Info 503/283-3773.

January 10

ZAP/CMC NIGHT MOTOCROSS
 ● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
 ● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
 ● Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
 ● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

January 11

SMX CALIFORNIA MOTOCROSS
 ● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
 Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

WASHINGTON HARE SCRAMBLES
 Woodland MX Park, Woodland, WA. Gates open 10 am, prac noon, race 1 pm. Info 206/225-8615.

IDAHO FLAT TRACK
 ● Caldwell, ID. Gates open 4 pm, sign-up until 6, prac 6, race 7. Info 208/336-9929.

CRC CALIFORNIA KIDURO
 Red Mt. CA. Sign-up 11:30 am-12:30 pm, race 1. Info 714/689-6114.

January 10-12

NEVADA HARE AND HOUND
 Whiskey Pete's "Best In the Desert" Hare and Hound. Info 702/457-0343.

CALIFORNIA M/C & ATV SHOW
 Los Angeles County Fairgrounds, Los Angeles, CA. Great American M/C & ATV Shows. Info 714/675-0132.

January 11-12

CMC CALIFORNIA MOTOCROSS
 ● Sandhill Ranch, Brentwood, CA. 2nd race of Golden State Nationals series. Info 714/261-6116.

January 12

SMX CALIFORNIA MOTOCROSS
 ● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

CMC CALIFORNIA MX
 ● Carlsbad Raceway, Carlsbad, CA. Gate opens 7 am, sign up 7:30-8:30, prac 8-9, race 9. Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
 ● Sunrise Valley Cycle Park, Adelanto, CA. Gate opens 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS WOLF CREEK MX
 Rio Vista, TX. Split sched. Nov. prac. 8:30 am, riders meeting 9:15, race 9:30. Int & Ex prac 1:30 pm, race 2. Info 817/373-2753.

RIO BRAVO MOTOCROSS
 ● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
 ● Burleson MX Park, south of Ft. Worth, TX. Gate opens 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. Info 817/295-8908 or 295-1760.

TEXAS MOTOCROSS
 ● Swan Motocross Raceway, Tyler, TX. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

OKLAHOMA MOTOCROSS
 ● Allen Ranch, Bixby, OK. Gates open 8 am, prac 9, race 10. Info 918/428-1237.

CRC CALIFORNIA ENDURO
 Red Mt., CA. Sign-up Sat. 2 pm-7 pm, Sun. 6 am. Info 714/689-6114.

January 15

CALIFORNIA CLUB MEETING
 Oakland M/C Clubhouse, 742 45th Ave., Oakland, CA. Meetings start 8:30 pm. Info 415/537-5392 or 835-8521.

CALENDAR FREE LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801. Calendar listings cannot be accepted over the phone; we must have a completed Calendar listing form. You may include an event flyer in addition to a Calendar listing form, but we accept no responsibility for errors unless a Calendar listing form is completed and submitted. Listings must arrive in our office by noon Thursday, for inclusion in the following week's Cycle News.

Type of event: _____

Event date: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

What time do gates open? _____

What time does practice start? _____

What time does racing start? _____

Phone number (with area code) for more information: _____

Your name: _____

RESULTS

Ross Downs MX Colleyville, TX Oct. 25, 1985

(Continued from last week)

125 BEG	
Scott Moran	Hon
Richard Kennington	Yam
Bryan Freed	Yam
250 BEG	
Gary Raylean	Yam
David Malugani	Suz
Vernon Patterson	Yam
125 NOV	
Pete Gaither	Kaw
Ron Morgan	Hon
Cody Payne	Hon
250 NOV	
Johnny Jones	Suz
David Folmar	Yam
Jimmy Mason	Yam
OPEN NOV	
Jack Yost	Kaw
OVER 30	
David Folmar	Yam
Charlie Galubenski	Hon
Randol Blanton	M-S
INT	
T.J. Mooney	Kaw
Jeff Davidson	Kaw
Lorne Burton	Hon
EX	
Dennis Hawthorne	Kaw
D.L. Wood	Yam
Nick Cordova	Hon

AMA D-37 Barstow- to-Vegas Hare and Hound Barstow, CA Nov. 30, 1985

OVERALL	
Dan Smith	Hus
Chuck Miller	Hon
Larry Roeseler	Hus
Scot Harden	Hus
Neil Christman	Hon
Randy Morales	Hon
Randy Rodriguez	Hon
Phil Gorgones	KTM
Mark Zoller	KTM
Sean Bradley	Hon
OPEN EX	
Dan Smith	Hus
Chuck Miller	Hon
Larry Roeseler	Hus
Scot Harden	Hus
Randy Morales	Hon
OPEN EX VET	
Jim Fishback	Hon
Richard Jackson	Hus
Mike Martin	Hus
Richard McUne	KTM
Wes Anderson Jr.	Kaw
OPEN EX SR	
Bob Ashcraft	Hus
William Saltzman	KTM
Steve Thompson	Hon
Dick Myer	Hon
Dick Postma	Hus
EX SSR	
Curt Horst	Hus
Tom Getzfrid	Hon
Ed Farrell	Yam
Gus Paul	Hus
250 EX	
Neil Christman	Hon
Phil Gorgone	KTM
Sean Bradley	Hon
David Wasden	Hus
Mark Vanscourt	Hon
250 EX VET	
Billy Smith	Hon
Mike Fitzgerald	Suz
Craig Harris	Mai
Steve Spragle	Yam
Larry Sebastian	Yam
250 EX SR	
Lauren Tuohino	Yam
Art Cossio	Yam
Earl Shuler	Yam
Jon Gray	Hus
Dennis Wilson	KTM
175 EX	
Duane Summers	Cag
Scott Anderson	Yam
Kevin Case	Yam
Jeff Miller	Kaw
Dan Desrosiers	KTM
175 EX SR	
Larry Gorden	Kaw
Harry Brattin	Hus
EX WOMEN	
Dana Bell	Hus
Joanna Brownell	Hus
Betty Heath	Hus
Diane Holeman	Hus
Candy Hand	Yam
OPEN INT	
Matt Schweitzer	Hus
Dan Worley	Hus
Greg Winters	Hon
Steve Garner	Hon
Lon Brand	Hon
OPEN INT VET	
Steven Mitchell	Yam
Brad Denham	Hon
Dave Jensen	Hon
Ken Smith	Hus
Peter J. Medina	Hon
OPEN INT SR	
Randy Carles	Hus

Ken Hecht	KTM
Norman Grattan	KTM
Gary Nolen	Hus
Jim Hammons	Hus
INT SSR	
Tweet Byrd	Yam
Ed Denbow	Yam
Dan Welch	Hus
David L. Gallaway	KTM
Bill Staley	Yam
250 INT	
Tom Bradshaw	Hus
Dean Hopkins	KTM
Timothy Leehe	KTM
Brad McKay	KTM
Tod V. McKay	KTM
250 INT VET	
Rene Reese	KTM
Mike Boal	Hon
John Karell	Yam
Sheldon Hower	KTM
Bill Pallotto	KTM
250 INT SR	
Arthur More	Yam
Frank Vancil	Yam
Lester Stiffler	Yam
Greg Tagliaferri	Suz
Gary Brick	Hus
175 INT	
Hans Giese	Yam
Mark Kariya	Hon
Joe Bolton	Hon
175 INT SR	
Fred Tervet	Yam
INT WOMEN	
Denise de Vines	Suz
Lynda Remp	Hon
Susan Brennan	Mai
OPEN NOV	
Troy Raynor	Hon
Thomas Allen Voss	KTM
Abe Baumann	C-A
Kirk Wayne Koyaleff	Hon
Dana Boyer	Hon
OPEN NOV VET	
Geoff Hamilton	KTM
Greg Bottrell	Hon
Phil VanWay	Hus
Larry Cunnally	KTM
Dave Gordon	Hus
OPEN NOV SR	
Bryan Shannon	Hus
David Rockwell	Hon
Bill Phillips	Yam
Bob Neal	Yam
John Coute	ATK
250 NOV	
David Garner	Yam
Jeff Gagnon	Suz
Michael Sipe	Hon
Steve Foley	Yam
Eddie Juhan	Hus
250 NOV VET	
Tom Marshall	KTM
David Kincaid	KTM
Jerry Woodard	Yam
Mark Rhodes	Kaw
Mark Kelly	Yam
250 NOV SR	
Robert Nelson	Yam
Warren Record	Yam
John Barnett	Yam
Curt Heintzman	Yam
Larry Randal	Kaw
175 NOV	
Edward Larosche	KTM
Kenneth Martin	Yam
Lowell Martin	Hon
Dan Thunborg	Yam
Jeff Hill	C-A
175 NOV SR	
Joseph Harris	Suz
NOV SSR	
William Miller	Hus
William Mitchell	Yam
Jim McCracken	Kaw
James Cooksey	Mai
George Scott	Yam
NOV WOMEN	
Christine Meissner	Yam
Debie Levy	Yam
Jean Hetherington	Hon
Ton Givant	Hon
Glenda Jackson	Hon
BEG OVERALL	
Bill Hisey	Hon
Brian Strong	Hon
Chris Reyes	Yam
Stan Ballard	Suz
John Brickner	Hon
Guy Bundy	KTM
Jay Betker	Yam
Russ Boyd	Yam
Mike Sheppard	Yam
Ed Butler	KTM
OPEN BEG VET	
Bill Hisey	Hon
Russ Boyd	Yam
Mike McKeever	Hon
Mike Braswell	KTM
David Paige	Hon
OPEN BEG	
Brian Strong	Hon
Chris Reyes	Yam
Stan Ballard	Suz
John Brickner	Hon
Guy Bundy	KTM
OPEN BEG SR	
Tom Murphy	KTM
James Long	Hus
Dean Rasmussen	Hus
Frank Hodgson	C-A
Deon Drown	C-A
250 BEG	
Marc Thompson	Suz
Joseph Ramirez	Hus
Rusty Martin	Hon

Bradley Dunn	Hon
William Ross	Yam
250 BEG SR	
Ed Butler	KTM
Pete Cress	Yam
John Ihrig	Hon
Armand Fidanza	Kaw
Dave Oakleaf	Hon
250 BEG VET	
Dan Ristrom	Suz
Alan Megenity	Hon
David Berry	Kaw
Tom Ayers	Yam
Clyde Lee Hopkins	Hon
175 BEG	
Stefan Sallquist	Hon
Paul Cline	KTM
Lonnie Peralta	Yam
Andy Rasmussen	Hon
Robert Hargett	Hon
175 BEG SR	
Dee McClendon	KTM
Donald Fuller	Hon
MINI BEG	
Doug Huston	Yam

TCCRA Race #1314 Oak Hill MX Alvord, TX Oct. 20, 1985

PRO	
D.L. Wood	
Randall Tarter	
Trey Jorski	
OPEN EX	
Frank Shacklee	
Greg Edgerton	
Bill Fleming, Jr.	
250 EX	
Larry Dodson	
Dwayne Otto	
Mike Bruce, Jr.	
OVER 30 EX	
Billy Smith	
Mark Moore	
Tom Weekes	
OVER 38 EX	
Bill Fleming, Sr.	
Joe Pannell	
Rick Denney	
125 EX	
Jimmy Jacobson	
Richard Shoemaker	
Brooke Matthews	
200 EX	
Tracy Anders	
Ray Grippin	
Brett Holland	
250 INT	
Tom Haynes	
Bob Swann	
David Connell	
OVER 30 INT	
Chuck Howard	
Steve Wilson	
Craig Hoerke	
MINI EX	
Eddie Holcomb	
Brian Younger	
Lance Friend	
MINI AM	
Steven Erick	
Dan Shaffer	
Scott Crenshaw	
LADIES OPEN	
Kathy Boddy	
Pearl Tullous	
Pat Milliken	
OPEN AM	
Raymond Otten	
Darell Conner	
Billy Moore	
250 AM	
Mark Niemi	
Bill Loftin	
Dave Witherspoon	
125 AM	
David Donaldson	
Wendell Waters	
Chet Lewis	
200 AM	
Michel Wylie	
Erik Neilson	
Dan Mock	

(Continued next week)

Trophy Pickup

100's M.C. Hare and Hound trophies are available at District 37 events (except B to V) through February 1986. Call Bob Bentsen, after 4:40 p.m. (213) 693-0367. (346/04)

For listing in this department, please mail information with \$1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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CNW49

WANT ADS

Help Wanted

Parts Manager

Trainee needed for large growing Honda dealership. Prefer experience in same or related field. Nice working atmosphere and full company benefits for right applicant. Apply in person or call Tim at Westminster Honda, 13751 Beach Blvd., Westminster, CA. (714) 891-5348. (247/50)

Suzuki Yamaha Parts Manager

Savvy, aggressive, profit oriented person. Savala's Sports Center, 1175 Dewar Dr., Rock Springs, WY 82901. Richard, (307) 362-5531. (347TFN/NWX)

BMW Suzuki Mechanic

Long established dealership looking for experienced mechanic. Excellent working conditions. Motorcycle City, Scottsdale, AZ. (602) 945-0749. Ask for Ed. (348/49NWX)

Mechanic For Hire

Suzuki mechanic, seven years experience. Former Long Beach Suzuki mechanic. Available immediately. (213) 434-9277. (148/49)

Immediate Opening

Fast pace Circulation Department looking for individual with office experience. Typing 50-60 WPM. CRT and/or word processing experience helpful. Training available for right person. Excellent company benefits. For appointment call Nancy, (213) 427-7433. (549TFN)

Honda MC Parts Director Rare Opportunity Top Compensation

All company benefits. Are you the person we're looking for??? Are you a winner??? Do you have a track record? Can you handle a large staff? Can you handle a large inventory? Can you once again make us one of the largest parts departments in the country? If the answer is yes to these questions, we want to talk to you. Wes Mullen, Long Beach Honda, (213) 423-1433. (248/50NWX)

Service Manager

L.A. area Honda dealership has immediate opening for service manager. Applicant must have Honda experience and be capable of managing people. Please call Wayne at Town & Country Honda, 4460 E. Gage Ave., Bell, CA 90201. (213) 773-2164. (249/02)

SELF MOTIVATED ENTHUSIASTIC PERSON needed for fast paced phone sales with leading firm in ATV accessories. Experience not necessary but helpful. Pleasant phone demeanor and legible writing mandatory. Send resume to 26943 Ruether, Unit K, Canyon Country, CA 91351. (249/02)

Accessory Sales

Telephone and person to person. Some experience preferred. Call Tom, (818) 781-6386. (249/50)

Harley-Davidson Mechanic

Experience preferred. Call (714) 829-4011. (249TFN)

Kawasaki Mechanic

Must have own tools, lucrative opportunity. Call for information, (714) 983-5988. Ask for Ralph. (249/01)

Salesperson

Experienced only need apply. Call Jim Hayes, (714) 845-4882 or (714) 845-4819. (249/50)

QUALIFIED MECHANIC. Minimum 2 years Honda Yamaha experience. Must have tools. Bob, (805) 928-2656. (249/50)

- * HONDA SALESPERSON
- * 5 DAY SHOP
- * UP TO \$35, PER YR.
- * AUTO/MC EXP. PREFERRED
- * 3 PRSN SALES STAFF
- * SO. CAL. NO SMOG

Jim, (818) 702-0662 or (805) 526-4122. (247TFN)

Experienced Partsperson

Cole Brothers Suzuki. (818) 980-3715. (248TFN)

Honda Suzuki of Lake City, Fla.

North Florida Honda Suzuki dealer under new management, now has openings in parts, service, and set-up. (904) 755-0040. (250NW)

Honda Sales & Partspersons

New Honda dealership needs aggressive, experienced Honda salesperson. Preferably English/Spanish bilingual. Call Foothill Yamaha Kawasaki, contact Art or Nick. (818) 352-7897. (247TFN)

Attn: Sales Representatives!

Increase your present income! Kayo Corp. is looking for sales representatives, nationwide, with established territories. Add to existing product lines with products from Kayo, we import and distribute Yokohama tires and tubes, DID and EK chain, GS and FB batteries, steel sprockets, gaskets, cables, brake pads plus many O.E.M. replacement parts. High commissions, competitive prices and same day service. Contact Bill Burbank, (800) 576-3936. (249NEX)

Business Opportunities

Honda Motorcycle Dealership

Motorcycles, ATV's and power products. Rated one of the top 50 dealers in the U.S. Located in the heart of the best skiing, hunting and fishing in the West. Terms to qualified principles. Owner wants to retire. Contact Dee, (208) 524-5559. (149/50)

Kawasaki Dealership

North West Nevada. Call for details. \$60,000 full price. After 7 p.m. (702) 883-1904. (249/02)

So. Cal Franchised Dealership

Low overhead, blow-out location and lease; Gross over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (201TFN)

1982 KTM MXC

Extras, odometer. Clean. (209) 435-7881. (149/50)

1983 Honda 650 Nighthawk

Like new, 2600 miles. Must sell, \$1595. (714) 733-2122. (149/50)



1984 750 INTERCEPTOR, rock steady 90 plus. Two up cruising, 4800 miles, new cams, 100/55w halogen headlight, never crashed. Best offer over \$3200. Also, 1974 450 Maico, \$300. (916) 398-4203 or (916) 398-4297, Sundays. (148/49)

Harley XR 1000 (2)

One trick, one extra trick. Professionally built, low mileage. D.M. Best II, (817) 294-8634. (145/50)

Wanted Harley KR750

Vintage racer needs bikes, parts, etc. D.M. Best II, (817) 294-8634 or (713) 641-0323. (145/52)



California Superbike School

Course fee includes leathers, helmet, boots, gloves, and Kerker equipped Kawasaki GPz. Riding seminar by Keith Code, and 40 miles on the track. Upcoming Schools: Willow Springs Feb. 22, 1986. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (241TFN)

** Ducati 1986 Calendar **

4-color photos (12) of Ducati's, with comments in English. 8 1/2 x 12 glossy format. Send \$20 each. DPL Eurostyle, 1115 3rd St. Mezz., San Rafael, CA 94901. (348/50NWX)

'83 Yamahas YZ490 & YZ125

490, rebuilt shock, trans, top end, two tanks, Boyesen reeds, DG pipe, \$725. 125, Boyesen reeds, Pro Circuit pipe, rebuilt bottom end, \$600. Answer silencer and spark arrestor for both. (213) 693-0367. (148/49)



Cycle Engineering

Call now for specials. Y-Zingers, Tri-Zingers, pipes, aluminum swingarms, high rev ignitions, engine modes for all applications. Custom made shocks, YZ forks, manifolds and carburetors and more. Our bikes won 7 national Championships. Be a winner, call today. (818) 353-3554. (349TFN)

1978 Yamaha IT175

10" travel front and rear, many extras plus all original parts. \$600. Call Matt after 6 p.m. at (213) 591-5082. (547/01)

Two XR750s

Got married. Lawwill, Peel, Axtell, race ready, many extra parts. (316) 225-2173. (146/49NE)

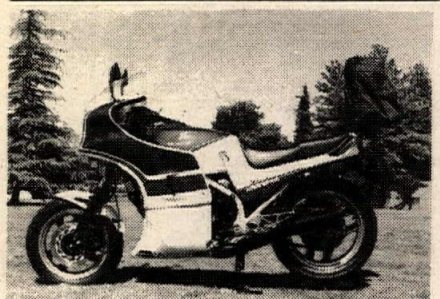
TZ750: Race ready, new cases, lots of spares. Will trade or part out. (715) 644-8873 or (715) 235-4441. (347/49NE)

TZ250J

For sale, \$3500/OBO. Contact Lee or Henry before 6 p.m. (702) 384-2353. (348/01)

Wood Rotax Polo Shirts

The perfect Christmas gift. Top quality, red, white, or blue. S, M, L, XL. \$16.95 plus shipping. Ron Wood Racing Products, 755 W. 17th St., D., Costa Mesa, CA 92626. (714) 645-0393. (247/50NWX)



*** \$399 US ***

Interceptor full fairings available through VAN- COUVER SUZUKI. (604) 734-4762. (244TFNNWX)

1984 Harley FXRT

A show piece. Chrome motor and extras, 10k miles. \$6700. (805) 269-1708. (148/49)

Closeout KDX250

New, 1983, \$1699. Call Brian, (714) 829-4011. (245TFN)

Closeout

On all remaining stock. Offroad 2 wheelers, 3 wheelers, 4 wheelers. Call Brian, (714) 829-4011. (245TFN)

Closeout KX80's

New, 1985. Call Brian, (714) 829-4011. (245TFN)

Closeout KX250

New, 1983, \$1850. Call Brian, (714) 829-4011. (245TFN)

Legendary Low-End '84 KX125

Used as playbike. Clean, strong, stocker. \$700. (714) 495-6039. (148/49)

'83 Yam. YZ125K \$650/OBO

White Brothers suspension, new Bridgestone tires, CRF pipe, Richter silencer. Stock silencer and pipe included. Can't ride bike while away at school, can't eat it either. Please help a starving student. Thanks. Call (818) 795-0709, days. (619) 949-0907, evenings. Mark. (348/50)

'84 Honda 1000 Interceptor

79 miles, new warranty. \$3995. (806) 373-3051. (348/50NWX)

RZ500

400 km, Michelin tires, Ohlins shock, seat cowl, extra fairing, licensed & titled in Minnesota. Excellent condition. \$3,500. Call Dan, (612) 393-2920 days; (612) 393-2398 after 6 p.m. (348NE)

'86 Husqvarnas In Stock

4-strokes, 400XC, 500XC, here now. Call for prices. Also 1985 250WR, 250XC, 500CR with 6-speed, below cost. SUN RIVER CYCLES, (916) 635-1556. (248/49)

1985 Husky 510TX

4-stroke, excellent condition, low hours, sacrifice, \$1850. (805) 251-1010. (348/49)

Ajax Husqvarna-Oklahoma

New 1985 500XC below cost. New 1984 500XC, \$1995. 1985 500XC, like new. Mail orders shipped daily. Visa or MC. (405) 632-3370. (248/50)



ATK Fork Kit

The hottest and most simple front fork modification with multi rate Spring Kit as tested in the May issue of Motocross Action and Motocross Magazines. The choice of most Pro Riders today. Available for 33 to 43mm forks. \$49.95 Visa/MC or COD. Ask your dealer or call, ATK Leitner Corp., 2650-C Walnut Ave., Tustin, CA 92680. (714) 731-5114, call toll free outside CA. (800) 854-4023. (225/EOI/TFN/NW)

1985 HONDA CR250, good shape. \$1300. (714) 826-7303. (148/49)

1984 Suzuki RM125

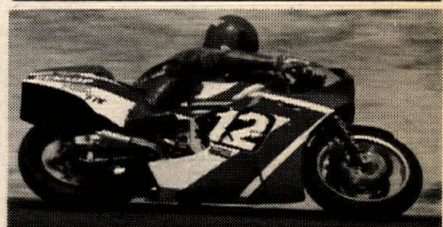
In excellent condition, has 1985 top end. \$800. (818) 967-6763. (148/49)

1985 Suzuki RM125

In excellent condition, has R&D engine. \$1000. (818) 967-6763. (148/49)

1985 Suzuki RM250

In excellent condition, has R&D engine. \$1500. (818) 967-6763. (148/49)



Team MacLean RS500/250

Expertly detailed, professionally maintained, fresh, ready to race. 2 1985 RS500's and 2 1985 RS250's. Spares packages available. Call Stuart Toomey for details. (213) 539-6542. (248/49NWX)

Collection For Sale

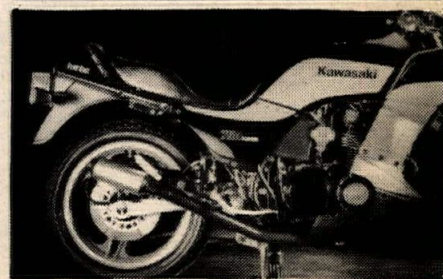
1977 Laverda Jota, \$2400. 1978 Ducati Darmah, \$2400. Triumph Hurricane, \$2500. 1975 Suzuki RE-5 rotary, complete, new engine, extra parts, \$1200. 1984 Ducati Hailwood, new, \$6400. 7 a.m. to 6 p.m. Pacific time. (408) 426-2222. (147/49)

'85 600 Ninja Box Stock

Top 5 finisher, 1400 race miles. Cosmetic scratches only. \$2400/OBO. Fred, days, (415) 658-7252. Marty, nights, (415) 283-7151. (347/49)

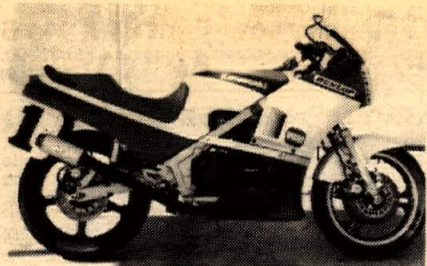
VF1000R 1985 US Model

5k street miles, guaranteed original, perfect condition. Save \$1,300 off today's list price. After 5 p.m. CST, (715) 832-9628. (348/49NE)



D&D 750 Turbo Kaw. Exhaust

10% H.P. increase, saves 20 pounds, 4 into 1. (800) 327-1109. Injection boost kit also available. (245/TFNNE)



D&D Exhaust Systems

Out front is the place to be and we'll put you there with a D&D. Ninja systems — 900, 1000R, and 600. ZX600 Ninja speed kits. Track tested, 1 year R&D — they work! Seaweed Kawasaki, 730 Hwy. 75, Imperial Beach, CA 92032, (619) 423-0073.

(246/49)

Sell new parts, CCM, BSA aluminum gas tanks, \$50. Magura clutch brake lever assemblies, \$10 per pair. (714) 546-3484. (149NW)

Cagiva Street Models

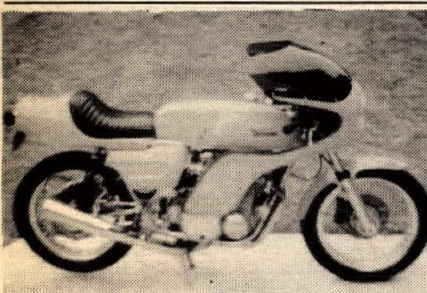
Now taking orders! Call for details. EUROPEAN CYCLE SPECIALTIES. (714) 530-2712. (248/50)

1985 HUSKY 500. "New," ridden once. \$2300/OBO. 1983 Husky 500, excellent condition, \$950/OBO. Must sell. (714) 687-0365 or (714) 546-9213. (149/50)

600 HONDA RFVC dirt tracker. Megacycle, Fox, Venolia, Edco — Head, Bill's aluminum pipe. Bike is brand new, never ridden. Must be sold for college expenses. \$3500/OBO. 600XL shock, seat, fender, lights, etc. All new parts, cheap! Dennis Hulbert, (714) 734-8240. (349/50)

1983 Suzuki GS750ED

Mint condition, good miles. ATK brace, Barnett clutch, K&N filters, Yoshimura Pro series pipe, Yoshimura State 1 engine. \$2800 firm. (602) 892-2388. (349/50)



Rickman/Kawasaki

Nickel-plated chromemoly frame, complete fiberglass body, Kawasaki 900cc engine, lime green enamel, Lockheed, Borrani, Koni, Pirelli, Cibie, Kerker. Must see and ride to appreciate. \$1,900. (512) 342-6646. (149NE)

Need Ohlins Shock For YZ250L

Wanted: Ohlins shock at reasonable cost for 1984 Yamaha 250L. Call Chuck collect, (301) 574-9171. (349/50NE)

KAW 1000: Vance & Hines 1425 pro block kit, full race cams, chromemoly studs, good race head. \$800 firm. (304) 565-4062. (149NE)

'82 Kaw 1000R Lawson Replica

1986 registration, extended warranty. Pirelli Phantom, 7K miles, mint, \$3200/OBO. (415) 457-3417. (149)

WANTED: 1985 Jackhammer and Cowbell enduro size XL t-shirts. For Sale: Factory Honda Test Track heavy duty 3 rail trailer. (415) 457-3417. (149)



Russ Darnell MX School

Dixon, CA. December 21st & 22nd. More California dates soon. Christmas gift certificates available. (714) 244-1213. (246/02)

1985 Yamaha YZ125

Used only 3 months, excellent condition. \$1100. (916) 652-0681. (149)

1982 Husky 250XC

Excellent, extras. \$800/OBO, or trade. (415) 484-2852. (149)

BELL MOTO 4 HELMETS, red 6 1/2, white 7 1/4, High Point MX boots, red size 4. All like new, best offers. (213) 697-9554. (149)

1978 YAMAHA YZ400, great condition, still on original bore, new tires, two tanks, bash plate, odometer. \$450. Evenings, (818) 447-2530. (149)

Don't Buy New

1985 Kawasaki KLR250. Dirt ready, street legal. Only 2500 easy miles. First \$1450 takes it away. Evenings, (714) 780-3294. (349)

1965 BMW R69S. Good condition, stored 12 years, new paint. \$1800/OBO. (714) 985-0815. (149)

2 1986 Kawasaki KX80's

Brand new. \$850 each. (805) 987-4224. (149)

3 1985 Kawasaki KX80's

All in very good condition. \$595 each. (805) 987-4224. (149)

1984 Kawasaki KX125

Runs excellent. \$795/OBO. (805) 987-4224. (149)

1979 Honda XL 500S

Only 4600 miles. Not being used. \$800/OBO. (805) 987-4224. (149)

1985 Kawasaki KX125

Excellent condition. \$1095/OBO. (805) 987-4224. (149)

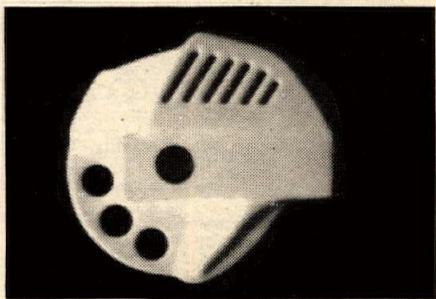
1984 YZ250. Canadian White and Red, '85 front disc, Ohlins, extras. \$1100. (213) 833-1148 or (213) 326-8144. (249/50)

1984 Yamaha YZ250

Excellent condition, stock, hardly ridden, make offer. (213) 422-7508. (149/01)

GSXR's Ninjas and Much More

All Kawasaki's and Suzuki's available including three and four wheelers. UPS daily. (602) 459-2589. (149/02)



KX Rear Disc Guards

KX125, KX250, KX500 rear disc guard. 1986 green, white, blue, grey. \$18.95. Also front disc guards at \$21.95. Call UFO, (714) 522-3336. (149NW)

1984 1/2 Husky WR400

New piston and Metzeler tires. Heavy springs, front and rear. Revalved Ohlins shocks. \$1800/OBO. Call (408) 578-6460. (349/02)

1985 Yamaha YZ490

Excellent condition, super clean, extras. 1st \$1400 takes it. (213) 397-0627. (349/50)

1979 Kawasaki 400 triple. Wirges chambers and porting. Koni's on rear, air forks, very quick, very clean. \$900/OBO. (213) 306-2705. (349/50)

Never Unload Again

1983 Dico tandem axle 5th wheel trailer. Hauls 4 bikes, sleeps 4 adults, light weight, off road equipped. Jacks, sink, stock, awning, etc. \$3000/OBO. (213) 519-9410. (349/50)

1981 250 YZ Shorttracker, fresh top end, new brakes, extras. Tony, (714) 891-8824. \$600/OBO. (449)

Yamaha FJ1100 Carbs & Pipes

2 F1R aluminum silencers used once, \$125. 1 set Dynojet 36mm CV's with individual K&N filters, \$100. Like new! (408) 649-4750. (349)

1975 CZ 125 Falta. See it! Classic in super condition, willing to deal. (702) 882-0173. (149)

1985 CR125 Honda

Like new, hardly ridden. \$1150. Tom, (714) 498-5319. (149)

ENDURO COMPUTER, 1985 XR 350 Honda unit. New, unused, complete with instructions. \$139. (619) 375-7223. 9-6 p.m., Monday through Friday. (349)

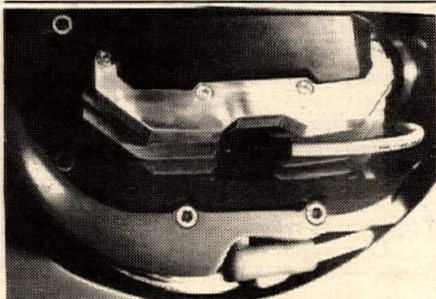
Like New '85 Husky 500XC

Senior's enduro bike. Speedo, O-ring, skid plate, Metzeler, Dunlop, \$2395/OBO. Evenings, (619) 379-8896. (149/50)

1985 Honda CR250

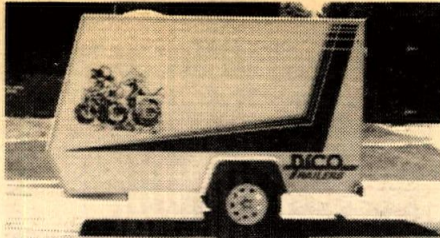
Never raced, new! Pro Circuit pipe, porting, rear shock mod, Boyesen reeds, Anti-Cavitator forks. Invested \$3500. Still like new. \$1800/OBO or trade for car. Days, (714) 646-7021. Evenings, (714) 673-1600. (149/50)

1976 HUSKY 360CR, good condition, \$400. 1981 Can-Am 400 MX6B, very good condition, \$700. Both trail ridden, extras. (619) 248-7085. (149/50)



Guzzi Gards From Rennsport

Prevent damage to head and spark plugs. Anodized red or black with hardware. \$79.95 per pair. See your local authorized Rennsport dealer or order direct. 227 Cottage Grove, Santa Barbara, CA 93101. (805) 962-5543. (149NW)



8 1/2' Dico Trailer, like new. \$1100/OBO. (209) 733-3291. (349)

Interceptor Series Champion

VF500, 1985 49 State model. Never crashed, fresh motor, spares. Ready for 1986. Best offer over \$3,000. (714) 541-5341. (148/49NEX)

Divorce Forces Sale

1985 Ninja 900, like new, 4700 miles, plus extras. SuperTrapps/Lockhart. \$3900. 1985 KX500, well maintained Vet's bike with spares. \$1850/OBO. 9 a.m. to 5 p.m., (714) 630-6950 or (714) 630-2764. Ask for George or leave name and number. (349/50)

Hondas For Sale

1984 CR250, \$995. 1985 CR250, \$1375. Both, \$2195. 1982 XR200R, \$695. All 3, \$2795. (714) 846-7063. (349/50)

1983 YAMAHA IT175, \$495. Sitting one year, excellent condition. (714) 846-7063. (349/50)

1985 Yamaha YZ250

New top and bottom ends, Race-Tech suspension. Looks and runs like new. Will guarantee. \$1200. (714) 771-7215. (349)

'84 CR500 \$1100-'83 CR480

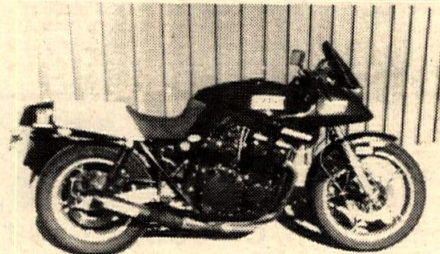
\$900. 500 has Ohlins shock, ATK forks, 40mm flat-slide Mikuni, head mods, extra new cylinder, Krause pipe, sidewinders. 480 has Fox shock, Pro Circuit pipe, fork mods, Ceet seat. Both have new O-ring chains, tires, bores, enduro tanks, spark arrestors. San Jose, (408) 942-0900 ext. 7204 or (408) 224-4540. (349/01)

Honda CR125

Like new condition, \$1100/OBO. (714) 893-5209. (449)

Wanted: Used Ohlins Shock

1985 CR500 Honda. Must be reasonably priced. Days, (213) 830-4678. Evenings, (213) 830-4369. (249/50)



GS1000SZ Katana

Custom paint, custom 'glass, Russell lines, Dunlops, Kerker, too many details to list. \$3100/OBO. Moving forces sale. Call Chris between 8 a.m. and 2 p.m., Monday through Friday. (602) 783-2270. (149)

** Attn. RZ Racers **

We have the NEW TMC "WORKS ALUMINUM STEERING DAMPER KITS" for the RZ-350 IN STOCK NOW. Introductory price of \$89.95 Plus the TMC RACE SHOP is having their END OF THE RACE SEASON SALES. 10% to 20% off almost all items in our catalog PLUS 20% off ALL LABOR. This is the time to get those great RACE WINNING MODIFICATIONS and PARTS for your RZ-350. From CARB KITS to SUSPENSION KITS to ENGINE KITS, we have the proven setup for your RZ. For our NEW CATALOG, call or write TMC RACE SHOP, 1091 Aviation Blvd., Hermosa Bch., CA 90254. (213) 372-8175. We sell only what WORKS and WINS. (149NW)

1986 KX125

Must sell immediately. \$1850. (714) 784-0504. (349)

1985 Suzuki RM125 & 250

Excellent condition, Ohlins shocks, FMF pipe and lots of extras. 125, \$1150. 250, \$1350. (805) 366-2907 or (805) 366-0304. (349/02)

"ENDURO SECRETS REVEALED," book, \$12.95. HOURGLASS PUBLISHING, Box 924-W, Salida, CO 81201. (303) 539-2058. (349/50&01NW)

CR Support Program

For information call Vic Hager at Honda Center. (805) 324-9695. (349)

1983 Kawasaki GPz 750

3400 miles, like new, \$1700/OBO. (805) 298-7026. (349/50)

1983 Yamaha IT490

Fresh Metzlers, Answer, ATK, excellent condition. \$950. (714) 554-6684. (149/50)

'83 Kawasaki KX125

Super clean and original box stock condition. \$975. (714) 968-5310. (349/50)

1985 Husky 500XC New Motor

New tires, sprockets, fender brace, fork protectors, ATK forks, heavy spring and shock mods. New engine, 5 hours only! \$1900. Steve, (512) 496-0393. (349/01)

Hyperbike Collection Sale

1985 FJ1100, 1985 VF1000R US, 1985 VF1000R French, 1983 1/2 GS1150ES, 1984 GPz Turbo 900 miles, 1984 GPz Turbo custom, CBX Turbo, GS1100E Twin Turbo, 1983 GS1100E red. 9-6 p.m. PST. Benjamin, (408) 424-9611. (349NW)

WHITE POWER SHOCK, fits 1984 CR250 and CR500. \$150. (714) 627-6932. (349/50)

1985 KTM 250MXC

Excellent condition, suspension set up by Pro Cycle. Odometer, Answer silencer, ridden by senior. \$1875. (818) 367-2576. (149/50)

1986 KDX200 \$1650

Brand new! Less than one tank gas. Wife likes her XR200 more. Could deliver to Vegas. (801) 392-4019. (349/50)

1985 Can-Am Sonic 560

Professionally maintained. 1986 cam plus spares. \$2000. 1984 Can-Am Sonic 560, many '85 updates. \$1300. Ready for Four-Stroke Nationals. (619) 745-5694. (149/50)

1982 Maico 490

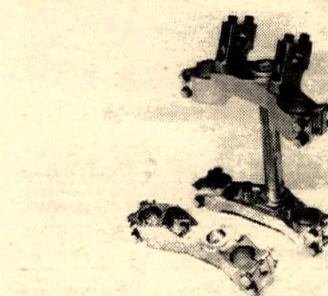
Fresh engine, excellent condition, titanium parts, over \$500 brand new extra parts. Extra rear wheel, Yamaha front brake. \$750 takes all. (714) 828-6425. (349/01)

'83 Honda CB1100F w/extras

Accel coils, Yoshimura exhaust, sport kit, Sport Elites, Koni 7610's and more. 13K well maintained miles. \$2750. (408) 257-2858. (149/02)

Vintage Motorcycle Wanted

Highest prices paid for original top condition 1930's through 1960's European motorcycles such as AJS, Matchless, Velocette, Vincent, pre-70 Triumph, BSA, MV Agusta, Ducati singles, etc., etc. Kirk White, Villanova, PA. (215) 525-6036 days; (215) 687-0468 evenings. (349NE)



Custom Triple Clamps

Made to your measurements. FRANKS RACING (714) 546-3484. (149/50NW)

Great Christmas Gift

Showroom new, (as in never ridden) Yamaha YZ400F. New Vesco desert tank included. 5 speed, 10" travel, better than late models for trail and playing. Beautiful. \$925/OBO. (818) 882-3433. (349)

Perfect Play & Trail Bike

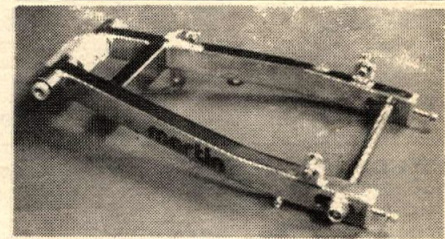
1984 HONDA CR500, Ohlins shock, low hours, in excellent condition. \$1095. Evenings, (209) 584-9522. Days, (209) 584-4495. (349)

85 KX60 xint cond. works shock

\$695. 1982 CR480, purchased Feb. '85. \$895. (714) 371-4806. (149)

1981 XR200R, low mileage, excellent condition. Used only in Big Bear as run around bike. Asking \$675, but will deal. Ask for Doug, (714) 581-3125. (149)

1985 BW200 Yamaha. Ridden 3 times. ATC tires, 4-stroke motor. \$1000/OBO. (619) 753-9451. (149/50)



MARTIN ROLLING Chassis and swingarms. Chromoly 41-30 rectangular section, for Kawasaki, Honda, Suzuki, Standard \$226.87, 2" Over \$236.87, 4" Over \$246.87, 6" over, \$266.87. Dealer inquiries invited. EURO-PERFORMANCE SYSTEM, 328 Dale Dr., Houston, TX 77060. (713) 931-0082. (149/02/06NW)

1983 Husky 500 XC

With '84 update kit, 5 speed, Pacific light and extras. Brand new, \$1300. (213) 373-7146. (349/50)

1984 Suzuki RM250

Excellent condition, must sell. \$1100/OBO. (714) 684-7251. (349/50)

1985 Kawasaki KX250

Never raced, shock modified by Scott's. Clutch updated. Priced to sell. \$1350. (213) 560-1573. (149/50)

I NEED CYBERLITE LENS and complete unit. Red or amber. Call Willy, (213) 671-7657. (349/50)

1985 YZ250N Extras

Excellent condition, Ohlins shock, new tires. \$1300/OBO. Days, (805) 522-3434. Evenings, (818) 700-9621. Ask for Martin. (149/50)

New! GHOST RIDER ENDURO COMPUTERS.
Absolute trickiest enduro computers in the world.
Ron, (619) 375-8507. (138/03NWX)



'85 Suzuki Quad Sport 230++
Showroom mint condition, only ridden twice, super Christmas gift. \$1700/OBO. Also 1985 Long Run trailer, 4x8 flatbed, toolbox, carries 3 bikes or 1 bike and Quad Sport. Super clean, 2500 miles. \$600 firm. Arcadia area. (818) 444-6307. (149)

Dyno and FJ600

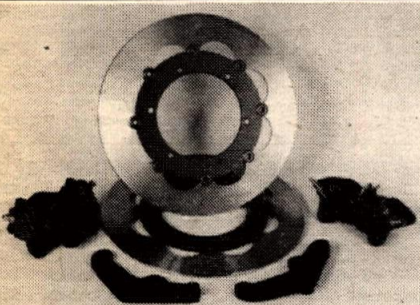
1984 FJ600, full warranty, \$1,975. Hartzell dyno, never been used, \$400. (901) 286-0552. (349NE)

Wood Rotax 560

Best of everything, good race record. \$3,750. Call Neil Winston or Randy Triplett, (612) 645-8443 in Minnesota. (349/01NE)

1983 1/2 KX80

Super clean, runs great, blue seat, DMC bars, many extras. \$550. (714) 720-9988 or (714) 644-8030. (149/50)

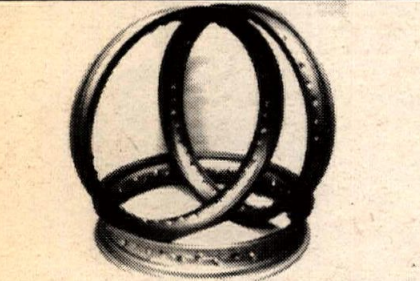


FZ750 Brake Kit

Race proven Spondon disc brake kit includes two 310mm floating discs, two 4-piston Spondon calipers with Ferodo pads and mounting brackets. \$808. Also available with Spondon's one piece, 2-piston calipers. \$597. (408) 779-9174. (149NWX)

1984 Yamaha YZ80

Faster than 85's. Never been raced, hardly ever ridden. Wrench report, racing reeds, chain, plug, extra mods. Excellent condition, \$800/OBO. Same as new. Call Derek after 4 p.m. (213) 515-6380. (149/50)



Kosman Dirttrack Akront Rims

Kosman racing is now offering lightweight Akront rims for dirttrack racing. Rims are hard anodized grey and predrilled for dirttrack hubs. Available in WM3, 4, 4.5, and 5x19 sizes. Call for prices. (415) 861-4262. (149/50NWX)

WANTED: 1958 BSA Road Rocket, original or restored. Have cars or cycles to trade. (816) 781-6880, ask for Bill. (149/50NE)

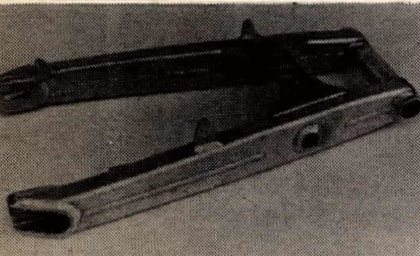
Wanted: Carbs, Brakes, Forks

Keihin, CR, sand cast, 32-46mm. Old type Fontana, Oldani, 210-250mm, 4 leading shoe front brakes. Ceriani long road race forks. Will consider complete bikes to get parts. Days, (717) 689-2687; nights, (717) 698-9592. (349/02NE)

PERFORMANCE MACHINE BRAKES, 13" discs, \$80. Four piston calipers, \$85. Master cylinders, \$65. (602) 829-0181. (147/49)

Wanted: Yamaha TA125

Complete bike or parts. D.M. Best II, (817) 294-8634 or (713) 641-0323. (149/02NWX)

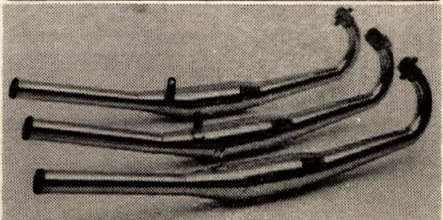


New From Toomey Racing USA

Special design all aluminum swingarm for RZ350. Large 6061 alloy tapered box section. Extremely rigid and very lightweight. Heat treated to stiff T-6 condition. Machined after heat treatment for perfect alignment. Special needle bearings for pivot AND shock linkage already installed! Uses stock chain adjuster and axle for a "bolt-on" fix. Will accept large tire. Fix that wobble today!! Call TOOMEY RACING USA (213) 539-6542. Visa/M-C/Amex COD. (248/49NWX)

Vintage Motorcycles

All of the motorcycles listed below are in absolutely superb condition and warrant a phone call for full details. '54 VINCENT BLACK SHADOW — Very late C model with 10,000 serial number and matching frame. Extensive documented history, many D modifications. '66 TRIUMPH TT — based cafe racer. Cerianis, Fontana, oil chassis and running gear by Manfred Hecht of Raceco. Incredible machine. '66 VELOCETTE THRUXTON — Silver/blue. Can't be a finer one in the world, unbelievable condition. '64 YAMAHA TD-1 — Factory road racer, totally original plus TD-2 80%, plus many, many early spares. TRIUMPH 500cc VINTAGE RACER — Factory assisted, great history, ex Bill Sholly. '57 ARIEL SQUARE FOUR MKII — Restoration by Keith Black. Totally without flaw. Very smooth runner. '38 MOTO GUZZI — GTW clubman's 500cc racer, exposed valves, rare. Other fine European motorcycles for sale. Particularly interested in competition machines. Kirk White, Villanova, PA. (215) 525-6036 days, (215) 687-0468 evenings. (349NE)



TNT Chambers Christmas Sale

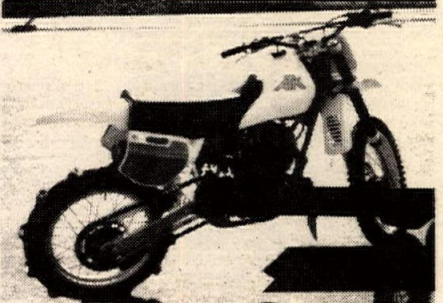
KAWASAKI TRIPLE CHAMBERS: Chrome \$279.95, unpainted \$199.95. Yamaha RD Chambers; chrome \$179.95, unpainted, \$139.95. Hot Bike Engineering. We ship UPS COD. (415) 657-3864. (149NWX)

Big Single Road Racer Needed

(Manx, G50/7R, Seely, etc.) By experienced rider for AFM and Isle of Man events. Will buy, borrow, rent, anything considered. P.O. Box 2098, Redwood City, CA 94064. (415) 858-2561. (149/50)

1985 Honda CR125R

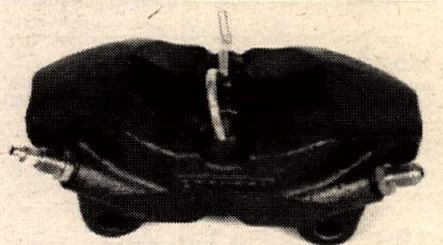
Very low miles, clean and fresh, must see. \$1300 firm. Also Bell Moto 4, \$75. (415) 632-9598. (150/01)



ATK * ATK * ATK

New in June! 560cc, White Power forks, disc brake, excellent condition. It's winter in Colorado. Paid \$4400, will sacrifice for loan balance of \$2990. Must sell, call (303) 651-1729. (349/01)

RR LEATHERS: Year-end closeout, all sizes, limited quantity. Were \$395; now \$320. Lou's Leathers, 606/787-5029. (149/50NEX)



New Spondon Calipers

Spondon excellent quality now in a 4-piston caliper. Lightweight, one pin for easy pad change, two size pistons on each side for maximum stopping power and uniform pad wear. \$205. (408) 779-9174. (149NWX)

*Suzuki GS Parts

Parting out 1983 GS750E. Complete engine, \$650. Also wheels, brake, swingarm, shock, tank, seat, much more. GS1100 cylinder, bored to 1170cc with RC 12:1 piston kit, \$250. Stock 1100 cylinder with pistons, \$200. Stock cylinder, \$100. Stock crank, \$100. Complete stock transmission, \$225. 8 inch FRP headlamp cover, \$15. Also 1100E tank, seat, wheels, brakes, shocks, electrics. Too much to list. Will ship. Please call (315) 986-7927. (347NE)



Bikes or ATV's

16' fiberglass box, fully carpeted, work bench, overhead storage, 110V lighting, generator, microwave, awning. \$4995. Steve Lee, (818) 787-0110. (149)

Bud Gibson

December 21st, 1969 — Gone, but not forgotten. (149)

Turbo Kit

Turbosonic AR#60 with water injection for 6 and 8 cylinder automobile engines. New in factory cartons. \$500/OBO. (303) 425-6712. (149NWX)



80 Ducati 900 Darmah SS-MHR

Hailwood, alloy tank, seat. Fairing available. \$3,500. (313) 373-9254. (349NE)

YAMAHA Y-ZINGER, 50cc automatic, excellent shape. \$275. (818) 345-1572. (149)

1985 CR125

5 months old, excellent condition. 3 pipes, extra side panels and filter. New tires, Pro-Circuit swingarm. \$1500/OBO. (213) 831-5167. (149/50)

1985 Yamaha YZ490

Fresh Metzlers, H.D. springs, excellent condition. \$1595. (818) 882-5935. (149/50)

Road Racer Forks

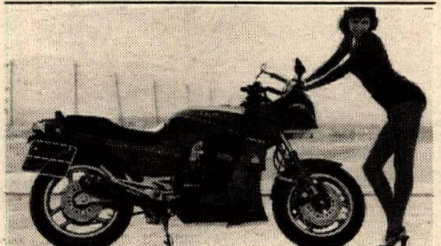
35mm Marzocchi forks and custom lower triple clamp. 15 position adjustable. \$225. Rick, (301) 879-8145. (349/50NE)

Benelli 500cc OHC

1939 model, running but needs paint work. £3,000. Also, Kawasaki works KR250 Twin, 1978, rebuilt with spares. £3,800. W. Blackwell, The Woodyard Paley Street, Maidenhead, Berks, England. (449NE)

Cycle Tags Wanted For Hobby

Can anyone help? Send to Frank Sutera, 5 Spencer Path, St. Peters, MO 63376. Postage/shipping reimbursed. (314) 441-4978. (149NE)



Ninja Cobra Exhaust Systems

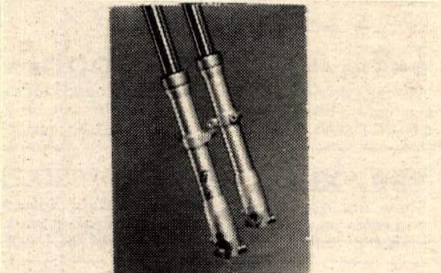
High performance 4 into 1 systems with very wide power bands. \$219.95 unpainted. Available for street and road racing with baffles available for both. Ninja 600 4 into 1. Cobra Exhaust Systems available now. Both systems are national record holders. WE ARE NINJA SPECIALISTS. HOT BIKE ENGINEERING (415) 658-8275, (415) 657-3864. (149NWX)

1984 Yamaha YZ250, \$1100. 1981 Yamaha IT250, \$695. 1982 Yamaha MX80, \$275. (818) 767-0667. (148/49)

Interceptor Parts Sale

1983 VF750F motor, 5300 mi. 1983 VF750F motor, 3600 mi. 1983 VF750F motor, 3000 mi. 1984 VR750F motor, 1700 mi. 1984 VF500F motor, 4300 mi. All motors priced to sell at \$500 each. Also, two sets VF500F cylinder heads, \$275 per set. VF500F engine cases with transmission, \$300. Two VF500F cranks, \$125 ea. Two sets VF750F cylinder heads, \$300 each. VF750F engine cases with transmission, \$375. VF750F frames, with titles, \$375 ea. VF500F frame with title, \$275. Call today! CycleWorks, Ltd., P.O. Box 4273, Hamden, CT 06514. M-F, 9-6 EST, (203) 287-0411. (147/50NEX)

1985 Honda CR80. \$975. Race tuned, new top end, pipe, double-x sprockets. 1982 Yamaha 650 Maxim. \$1500. Very low miles, cherry red. (415) 828-5191, evenings. (349/01)



New Ceriani Forks

Available in 38 and 42mm sizes. STORZ PERFORMANCE, 1362 Tower Sq. #2, Ventura, CA 93003. (805) 654-8816. (226NWX/TFN/EOI)

H-D XR750

Darcy ignition, Lawwill, Wiseco, Patrick, S&W shocks, Mikuni, lots of extras. Fresh & fast. \$4,500. Call after 7 p.m., (316) 681-3168. (348/50)

Own A Legend

Rock guitarist Eddie VanHalen's 1984 500 Interceptor. Original 2000 miles. \$3800. (818) 992-0419. (149/50)

THREE NEW 500 H-D ROTAX: Knight frames, big valves, heads by Tim Connolly, 41mm flatslides, latest cam, engines by Tex Peel. Tex Peel, (313) 659-3585. (147/50NE)

85 YZ250 Ninja 600 Hon VF500

YZ has Pro Circuit pipe, silencer, White Power forks, shock, brand new top end, \$1500. Ninja perfect condition, must sell this week, \$2500. Honda has Yoshimura pipes, \$1600. Chris, (714) 761-9357. Joe, (714) 523-1939. Andy (714) 995-7863. (448/49)

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the profitable K-Series (the K100 RS being voted Motorcycle of the Year by enthusiast publications here and in Europe).

If you're interested in starting on the road to success, write: Frank McGettrick, Dealer Development Manager, BMW of North America, Inc., Montvale, New Jersey 07645. Or call him at 201-573-6619.

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Tony Bell

THE SEASON

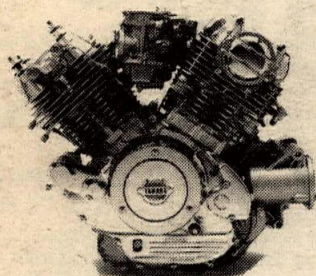


1983 XR500 Honda

Too many toys, must sell. Excellent condition, approximately 10 rides. Pro-Tech silencer. \$1100. (714) 556-9810. (149/50)

'86 KTM 250MX Digital Control

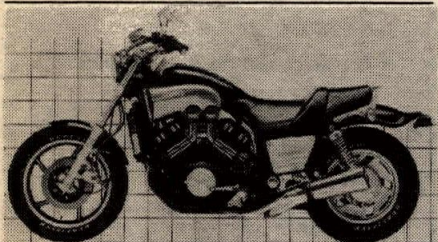
Ridden twice, Pro Cycle fork kit. Paid \$3400, two weeks old, sacrifice, \$2800/OBO. (818) 444-6307. (349/50)



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For More Guts On The Bottom

Dynojet Research offers carburetor recalibration kits for the Japanese Vee Twins!!! Giving usable gains in performance and driveability without affecting your style and comfort. Now available for most Japanese Vee Twins from Dynojet Research, 1630 Foothill Dr., Boulder City, Nevada 89005. UPS, COD, VISA, MC. Call or write. (702) 294-1524. (246/50NWX)



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Lou's Leathers

All types of competition & street leathers. New! Ready made RR leathers. Catalog available. Lou's Leathers, 300 Peck Road, Elkhorn, KY 42733. (606) 787-5029. (143TFNEX)

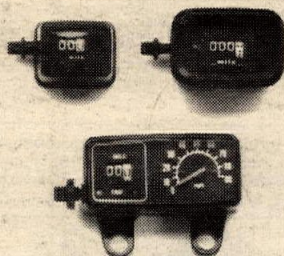
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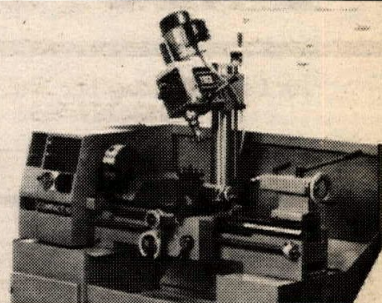
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